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the magazine of PACIFIC FISHERIES

TUNA fisherman

OCTOBER 1948
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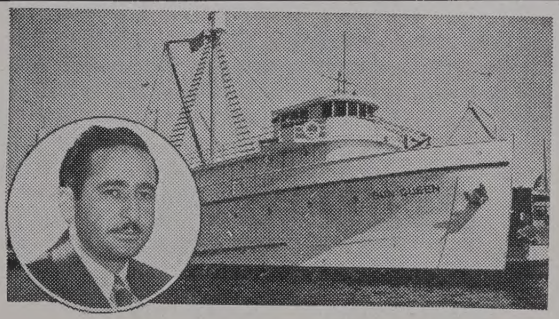

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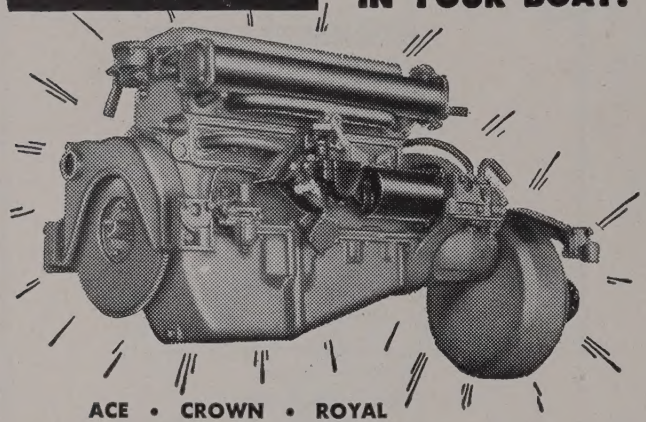

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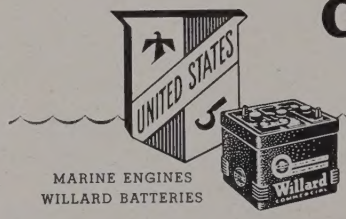

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The December Issue:

In 1602, a gutty, wild-eyed Portuguese, wearing an aluminum sombrero, sailed, under the Spanish flag, up the West Coast of Mexico, passed the Catalina Islands, and finally hauled up in what now is known as San Pedro Bay. His name, as everyone in the fish business knows, was Juan Rodriguez Cabrillo. As the anchor of his ship sought bottom, Cabrillo noticed sporadic puffs of smoke on the landscape; a situation caused, as is now verified, by Indians burning grass during one of their periodic rabbit drives. He named the bay, therefore, Bahia de Los Fumos. In 1602, however, just 60 years later, he was hornswoggled of any immortality he might have gained through the element of *christening*. On that date, Sebastian Viscaino, a Spaniard, sailed into the bay and promptly, lastingly, labeled it with the name of the saint whose day it happened to be. Viscaino's *entree* occurred four years before the colony of Jamestown was founded in Virginia, and it was this adventurous son of Old Spain who saddled most of the bays and promontories of the Coast of California with their present names. Trade at the port, of course, was nil until about 1805, when the *Leila Byrd*, a cargo ship, entered San Pedro Bay with a load of spices and other merchandise from Boston. At that time it was necessary to anchor the vessel offshore and bring the cargoes in small boats to what now is known as Point Fermin, where they were carried through the surf and hoisted over the bluff. The land area now comprising the Port of Long Beach was, at that time, nothing more than a dismal swampland, unsuitable for the handling of cargoes. During the first two decades after discovery of the Bay, in fact, its progress as a port was almost at a standstill. Entered only occasionally by ships, its sole value lay in taking on hides, and bringing various merchandise to the Missions. There was, moreover, little development of the Port of Long Beach itself until 1906. Then she began to roar. Indeed, Juan Cabrillo and Sebastian Viscaino probably would have come down with hot flashes instanter could they have visualized what their discovery eventually would amount to. For, their collective fingers in the pie touched off a series of industrial developments that, taking one point for another, has resulted in establishment of some of the mightiest *embarcaderos* on the universe, with a promissory future of a magnitude calculated to make the headlines of even the Hearst newspapers. To John Springer of *Marine Press*, these waterfronts, with their bellowing factories, lusty characters, and meaty history, are a never-ending source of interest. The magazine *Tunafisherman*, whose livlihood depends on their successful operation, is pleased to have arranged, therefore, for a series of story-tellings on major ports of the West Coast. The articles will be written by Springer, and the first to appear will be December's story of ports in the Long Beach area. Each succeeding issue, of course, will feature another story, on another port, until the series has been completed. It's our guess that you will like them.

the magazine of PACIFIC FISHERIES

TUNA fisherman

A Journal, Published Monthly at San Diego, California, Serving the West Coast Fishing Industry

Volume 2 OCTOBER, 1948 Number 5

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THE COVER

This month's cover is a "gull's eye" view taken from the French Sardine Company building on busy bustling Tuna Street, Terminal Island. Background shows three major canneries engaged in production of canned sardines and other sea foods. In the foreground is a typical purse seiner; one of a large fleet plying its trade between the Pacific fishing grounds and busy Terminal Island.

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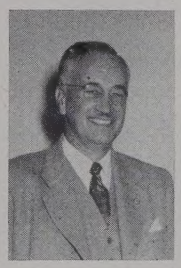
Let's Talk It Over

"CLOSED areas will give little protection to the sardine population, for it is a migratory fish moving freely from area to area." Those are the recent words of a prominent California fishing authority, Dr. Francis N. Clark, California State Fishery Laboratory, Fish and Game Commission.

It seems to me that, when we pay good money for the support of an efficient Fish and Game Department, and hire capable, trained personnel to staff this department, we should place a substantial value on their scientific opinions; at least upon those based on facts discovered through research.



Dr. J. Neyman, head of the Mathematical Statistical Laboratory, University of California, states "there is no certainty that, if imposed, the restriction on fishing will help to improve the supply of sardines. It is possible they are being destroyed during infancy or in the larvae or, perhaps, starved by the lack of Plankton (microscopic fish food).

Let's remember that the sardine *migrates from Mexico to British Columbia.* Proposition 15 would drastically restrict the taking of sardines along the Southern California coast, yet they can be taken *willy-nilly* anywhere else. Obviously this bill, sponsored by the sportsmen, is merely a selfish bill intended to destroy one of our most important industries.

IF Proposition 15 becomes law the sports fishing interests may take sardines for bait purposes *without restriction.* In other words, these interests can, and will, legally take sardines for bait, regardless of size, including in their catches a tremendous percentage of immature fish. If this is conservation, then the definition for that word should be changed in all English language dictionaries.

Fifty-five percent of the California sardines are caught commercially south of Point San Simeon, yet, within this area, the commercial sardine vessels cannot take this species in 742 square miles of water that already is closed to commercial fishing. This has been set aside for sports fishing. Does it not seem arbitrary and selfish to demand of the people of California the closure of the remaining territory south of Point San Simeon?

Whether the vessel is a hook and line boat or a purse seiner is not at issue, however, if the legislation carries on November 2, there is no assurance that these same sports interests will not institute further legislation, which would seriously encroach on any and all other types of fishing in the southern California coastal waters. It is the solemn duty and responsibility of everyone in the fishing industry, and its components, to militantly oppose Proposition 15.

THIS legislation is a direct slap, in point of fact, at American war veterans. Statistics indicate that more than 60% of the fishermen employed in the industry are war veterans. Is it fair to destroy their livelihood for the benefit of a few rabble rousing, so-called sports fishermen? *Remember these veterans virtually brought the Pacific islands into the orbit of our fishery.*

REMEMBER also that the commercial fishing industry has done more than any sports group to encourage conservation. The record shows they have paid a 50c tax per ton of fish caught since 1917, (see State Fish and Game Commission, Twenty-Fifth Biennial Report, 1916-1918, p. 54).

This means that the commercial fishing industry paid $5,000,000 *into the Fish and Game Commission.*

In 1947, the industry caused the State Assembly to add another 50c per ton for the purpose of sardine research. The industry voluntarily agreed to a four-point regulation for the 1948-1949 sardine season, "shortening the season by a month," "eight inch size limit," "five day fishing week," and they even agreed to put teeth in the regulations by requiring the posting of a $5,000 bond to guarantee performance. Failure means fine and forfeiture. *Have the sportsmen ever, in their history, been willing to back up their sportsmanship through voluntary regulations and substantial bond posting?* No, they have not; and the reason is quite obvious: They do not trust their own kind, therefore, they would stand to lose. Remember that Proposition 15 is sponsored and backed by only 1.6% of the sportsmen of the state. These few are concerned *only with their own selfish pleasure.* This vicious Proposition makes no attempt to consider the needs of the bulk of California's population for more and better food. It fails to consider the serious problem, which faces us all, in trying to feed practically the entire world.

OF some 900,000 so-called sportsmen, only 15% have actively backed Proposition 15. It seems ridiculous to enact into law a measure which could only benefit a small minority of the state's populace.

Remember this when you go to the polls on November 2. Two hundred million young, immature fish were caught by California sportsmen for *bait* in 1947. If these had been permitted to grow to commercial size they would have produced 25,456,000 one pound cans of excellent food for our hungry world. This would have properly fed 50,000,000 starving people for 2 days.

Remember that the sardines' spawning area is almost wholly outside of the area which would be closed by Proposition 15. Clearly it is the duty of the state's voters to *kill* Proposition 15 on November second.

It must be recalled that commercial fishing is California's fourth largest industry; it also maintains the world's largest fishing fleet. This industry pays a yearly tax to State and Federal governments in excess of $10,500,000. Commercial fishermen spend $1,440,000 annually for net replacement alone in addition to this.

If this industry is destroyed, the public will suffer incalculably through the loss of the huge dollar turnover which actually reflects business volume and profits to every man, woman, and child residing or working in Southern California communities. I recommend that all California voters interested in the future industrial development of the state vote *NO* on **Propositions 15 and 6!**

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Report From Washington

The Seventy Eighth Meeting of the American Fisheries Society was held last month in Atlantic City, N. J. Although originally founded to advance the science of fish culture, the Society has gradually expanded its activities and interests and now includes inland fisheries, and, to a still very limited extent, marine fisheries and commercial fishing. Some of those concerned with the future growth and influence of the Society realize the necessity of further expansion of activity in the two latter spheres, and active measures are being planned to obtain new members interested in these fields. A panel discussion on marine fisheries, although only a minor part of the program at the meeting, produced some interesting discussions, particularly by Dr. Harden Taylor, who discussed the fisheries of the South Atlantic; Dr. A. G. Huntsman discussing the fisheries of North and Middle Atlantic; and Dr. Elmer Higgins who discussed atomic energy and its possible use in fishery research. Also of interest was the report by Milton J. Lindner, on the U. S. Fishery Mission to Mexico, of which he has been chief since 1941. Lindner reported that the Mexican shrimp catch this year will probably be about 20 million pounds of headed shrimp. He further pointed out that the shrimp fishery off Guaymas probably reached its maximum productivity in 1945. The fishing fleet has increased considerably since then but the catch has not. Research is getting underway, Lindner also pointed out, to determine how large a shrimp fishery may be developed in the Gulf of Mexico in the Campeche area.

★ ★ ★

The officers of the Society elected for the coming year are as follows: President, Seth Gordon, Harrisburg, Pennsylvania; First Vice President, Milton C. James, U. S. Fish and Wildlife Service; Second Vice President, A. S. Hazzard, Ann Arbor, Michigan; Secretary-Treasurer, George E. Sprecker, Middleton, Wisconsin. Division Vice Presidents: Fish Culture, E. B. Speaker, Des Moines, Iowa; Commercial Fishing, C. R. Carry, National Canners Association; Aquatic Biology, W. J. K. Harkness, Toronto, Canada; Angling, Willis King, Raleigh, North Carolina; Protection and Legislation, Elliott S. Barker, Santa Fe, New Mexico.

★ ★ ★

William F. Carbine, formerly with the Philippine Fisheries Rehabilitation Program, has been appointed Chief of the Section of Inland Fisheries. He has reported to Washington. C. E. Atkinson, Chief, Middle Atlantic Fisheries Investigations, is in Maine supervising tagging of shad at Mt. Desert Rock. The "Alabatross III" has left Woods Hole, Mass., to take a census of the fish populations available to otter trawling on Georges Bank and South Channel. The cruise was interrupted by a damaged propeller and the vessel is now in drydock at Boston. The motor vessel "Oregon", left Honolulu for French Frigate Shoal. A full load of bait was taken in six days and between August 20 and 31 the "Oregon" scouted northeasterly from French Frigate Shoal. Fish were not taken in commercial quantities during this scouting trip because while the oceanic skipjack took the bait and the bait remained close to the boat, most of the skipjack stayed too far away to be taken on squids. One of the vessels operated by the Scripps Institute of Oceanography has sailed on the first cruise devoted to the sardine research program. Dr. Elbert Ahlstrom is representing the Service. He is in charge of that phase of the egg and larval study which FAWS is handling in cooperation with the other participating agencies.

—Marine Press Associations.

LATIN HIJINKS

MEXICO:

Is her consistent seizure of U.S. fishing vessels designed to spark her lagging boat-building program?

By STUART ALTON
Marine Press Staff Writer

•

Sparks from a major international two-ocean scandal, which may explode any moment into a gun-studded diplomatic crisis between the United States and Mexico, have flared up in Washington D. C. Forty heavily-armed Mexican Navy and Coastguard ships, according to a big Mexico City daily newspaper, have been ordered to steam "secretly" through Pacific and Gulf coastal waters on the prowl for American vessels. Many of the Mexican warships involved in the search were acquired from the United States.

At least one big United States vessel has been seized, and later released under heavy bond, with the hunt continuing for other big craft whom the Mexicans charge with "fish piracy" and "contraband running," the newspaper *Novedades* said.

American fishery spokesmen, still withholding any formal reply to Mexico's armed action, left no doubt, in the mind of this writer, that they considered the fleet movement an elaborate and deliberately fomented plot to grab off crack vessels to bolster Mexico's sadly-lagging commercial boatbuilding program. Mexican newspaper reports said that instructions have been issued to a network of Mexican fishery officials in the United States to spot and report departures of "suspicious" American vessels.

American news-gathering agencies in Mexico City failed—for some reason—to pick up the story when it was first broken throughout the country by *Novedades*. It remained for the National Fisheries Institute in Washington, D. C., to get translations of copies of the Mexican newspaper, dig up a decree signed on July 30 by the Mexican President, and put two and two together.

The result "revealed the delicate situation existing in our fisheries activities in waters off both Mexican coasts . . . and coupled with the newspaper accounts of *Novedades* . . . the significant amendment to Article 35 of the Regulations for the Commissioning and Registration of Mexican Merchant vessels in *Diario Official*, proved quite interesting," Institute spokesmen said.

Tunamagazine readers may feel that "quite interesting" is more than a slight understatement. More than one San Diego vessel owner, who studied the two sudden *Novedades* editorial blasts against American vessels, followed the next day by Mexican President Aleman's decree and the froth of subsequent newspaper charges made by *Novedades*, felt inclined to use the word "raw."

Here is the lead of the *Novedades*' first article, reporting this for July 28, under the head—

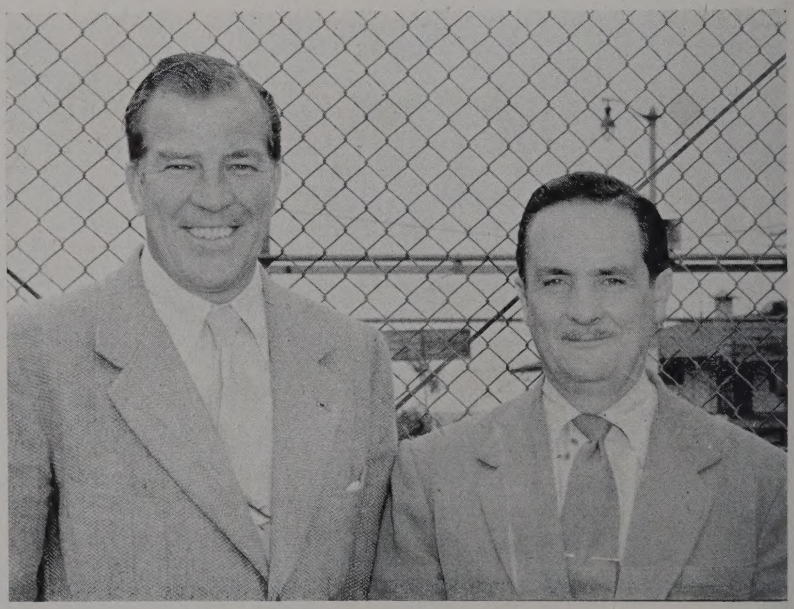
"Coastguards In The Battle Against Pirate Boats:"

"In view of recent reports received from San Pedro, California, to the effect that several vessels have left American waters to operate off Santo Tomas, Lower California, ostensibly on the high seas, but actually with the intention of entering our territorial waters to conduct their operations without official authorization of the government of Mexico . . . the Directorate General of Fisheries and Allied Industries of the Ministry of Marine has sent an urgent request to the Directorate General of the Navy, for coastguard boats to cooperate in preventing fishing piracy off the coasts of the peninsula of Lower California.

"Immediate orders were transmitted by the Directorate General of the Navy to seize all boats found conducting fishing activities without authorization of the Ministry of Marine . . . "

That was *Novedades*' report for July 28. Nowhere did the newspaper say how

(*Continued on Page 26*)



Good Neighbors

Personal friendship may count toward untying the Gordian knot now gripping Mexico and the United States in their federal fishing embroglios. Don Loker, of French Sardine Company (left), plays host to Senior Fernando Obregon Fernandez, Chief of the Technical Office, Bureau of Fisheries, Mexico City, on the latter's visit last month to headquarters of California Fish Canners Association at Terminal Island.

Deep Sea Search Warrant

Experts Gang Up on the Sardine; Ten-Year Investigation Looms

The Number One ocean mystery of the Pacific Coast—"The Case of the Vanishing Sardine"—can not be solved by this nation's top scientists in less than 10 years, and probably will take much longer. That is the studied belief of a group of eight crack marine research experts, from U. S. Fish and Wildlife Service, California State Division of Fish and Game, the California Academy of Sciences, and the famed Scripps Institute of Oceanography.

Working in cold scientific detachment, and completely apart from the present controversy raging over Propositions 15 and 6, this group last month launched a 10-year, three-ship seagoing expedition to find out the actual facts. "We have told industry *not* to expect results within 10 years. In that time we may get indications which will give us some understanding of reasons for cyclical sardine depletion, whether it is because of changing ocean conditions, or fishing, or for other reasons. But, even at the end of 10 years, there still will be a great deal of research to be done before the picture is anywhere near completion."

That statement came from Dr. Carl L. Hubbs, Scripps Institute of Oceanography biologist, and noted veteran of countless oceangoing discovery expeditions. Dr. Hubbs, with seven other federal, state and academic scientists, got their long-range sea-probe underway after outlining details of the expedition's plans to the California Marine Research Committee, the nine-man group appointed by the governor to investigate marine resources, with heavy stress on the sardine problem. "Just before the outbreak of war, we started to dig into the sardine question, hoping to find out the actual facts. Hostilities broke up this research, and now we will have to start all over again. It will be a lengthy process."

The eighty-five foot reconditioned purse seiner *Paolina T*, loaded to the gunwales with the latest in scientific instruments, already has been despatched south to Mexican waters under skipper Charles Tulles, with four research technicians, U. S. Fisheries Biologist John L. McHugh, and a crew of six. "This vessel will be charged with research into the first spawning of the sardine off the Coast of Lower California, operating as far south as Magdalena Bay. Using recently invented scientific gear, the craft will explore chemical conditions of the ocean, collect eggs and young sardines."

Biological Headache

Ten years, or more, is the time estimated by Dr. Carl L. Hubbs, as necessary to gain complete scientific knowledge of the habits peculiar to the "Vanishing Sardine." Hubbs (center) goes over a fisheries blueprint with Carl Tendick (left) Chief of Fisheries Marketing Service, and O. B. Sette (right), Director, Oceanic Research, U. S. Fish and Wildlife Service.

Meanwhile, work is being rushed to put the expedition's second vessel, a former Navy tug now renamed *Horizon* into full service at San Diego. The *Horizon*, which will serve as the long-range heavy duty vessel of the three-ship scientific fleet, will be assigned to all long-range submarine exploration trips, both north along the Oregon coast and far west across the Pacific. The *Horizon*, biggest of the research fleet, measures 146 feet. Assignment of the third ship, *The Crest*, a former 120-foot YMS, has not yet been definitely decided. Both the *Horizon* and the *Crest* are being fitted with equipment, much of which still is in process of development in laboratories at the Scripps Institute of Oceanography at La Jolla. The Institute, owning all three craft, will handle the oceangoing operations, with scientists from the other three groups accompany each voyage.

New inventions with which the expedition will be armed include special recorders to measure the amount of water flowing through Plankton nets, and the depth of the net itself. Instruments of

(*Continued on Page 21*)

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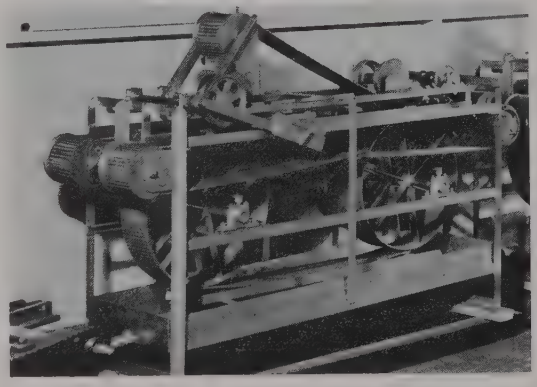

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SAN DIEGO 1, CALIFORNIA

SILHOUETTE

Harold F. Cary:

He's Faced With a Big Job

(By the time this is read, George A. Wallace, for ten years General Manager of American Tunaboat Association, will have retired from his position because of fatigue, and a new executive will have taken over the ATA helm. Wallace saw the organization grow from a few boats to its present membership of 135 vessels, with the pressure of administration increasing almost monthly. Here is a brief picture of the man chosen to take Wallace's place.)

•

By JOHN SPRINGER
Marine Press Staff Writer

When Harold Frederick Cary, the wiry, incisive, bristle-beaned, 35-year-old transplanted Brooklynite who started out as a street cleaner and wound up last month as General-Manager *elect* of American Tunaboat Association, takes over his new duties October 1, he will be answering, primarily, an element that has needled him for years on end: *Challenge*. As ATA Chief, his salary will be little more than the one he got from Lynch Shipbuilding Company, the firm for whom he has functioned as Manager for the past several years. From the standpoint of quiet waters, moreover, there is no basis for comparison. Running the show for ATA, as all in the fishing business know, is something like being tied to the blunt end of an irritated swordfish, and, taking one point for another, represents about the same medium of security. Why he jumped, when ATA's Board of Directors singled him out for the post, probably is illustrated, at least more honestly than most of the current scuttlebutt, by an explanation he recently made to a friend: "There is," he pointed up, "something about the fishing business that whoops up your heart-beat. Terrific, I guess, is the only word for it. The industry crooks a finger at you, and invites you to come in swinging."

In knocking off the chip, however, Cary apparently has pretty well weighed his chances. A trained Public Accountant and by nature and environment a good businessman, he has watched the industry take care of its gamblers, in one way or another, for a long time, and, particularly, since he was made top dog at Lynch's. In the present instance, furthermore, he will be aided by the book keeper's typically honest faculty for appraisal, in addition to a well-known penchant for detailed analysis that amounts, as evidenced by his business record, to downright caginess. Not the least of these capabilities, indeed, is his obvious ability to accurately measure the Cary Flash and Fire, and to reasonably balance it against the looming difficulties ahead. "I need education first of all," is the way he sums it up. "I told the Directors so. Then I've got to walk carefully for a while longer. It's no kid's job."

"Walking carefully" seems to be a virtue which the blue-eyed, 145-pound Cary has worked at since he served the silly-age period of his life in Brooklyn, the city of his birth. The son of solid English parents, he squalled his way into the world on February 23, 1913, the second of three sons. Death claimed his mother shortly after the youngest brother was born, and his father, a jewelry salesman who now lives in Pasadena, married again, and moved the family to New York City. Here, after attending a New York City High for a year, Cary got a job by contracting to sweep the streets of several residential blocks (a private enterprise), and, still "walking carefully," began saving toward a trip to California. His father, meanwhile, came down with the fever, and in 1926 the family moved to Hollywood, then Long Beach, and, finally, to San Diego, where young Cary finished off his High School, then went to San Diego State for a year. His first "big" job was with Shockey Boiler Works, for whom he functioned as general handy man while going to school. It was at this term of existence that he developed an aptitude for mathematical figures, and began to study Accounting and Business Management. Shockey's, at that time, was roaring full blast, as few of San Diego's boat-building organizations welded their own steel. Between jumps to the yards and porings over the Shockey ledgers, Cary was kept pretty busy until 1933, when, simultaneously, he quit school and went to work for the Challenge Butter people. The waterfront, however, had him cold by that time, and he left, after about a year, to take an accounting job with Campbell Machine Company.

Cary
" . . . I've Got To Walk Carefully . . . "

In 1939, feeling the need for "broader education," he qualified in a Civil Service examination for the position of Accountant, attached to the Road Department for the County of San Diego. There he stayed until war broke out, when he was granted a six-months leave to set up an Aircraft Audit Group for the Army. Early in 1942, he returned to the County payroll, to be almost immediately elected President of the County Employes Group. Lynch's summoned him in September, 1942, and for eight months he ran its office, was promoted eventually to Assistant Manager, and later, to Manager.

A man of quiet tastes ordinarily, Cary has an inordinate curiosity that has enabled him to amass, and remember, an astounding variety of arcana, ranging from classic literature to union squabbles. He prefers sober clothing to sports wear; has tried, and given up, nearly every form of athletic exercise under the sun; is a hearty, though not heavy, eater, and, last but not least, the possessor of health so robust that an ordinary working day represents, to him, a short workout. Although he never bums cigarettes, no one along the waterfront ever has known him to refuse the offer of one, and, on the other hand, no one has seen him buy a package. "I might get in the habit of buying them," he explains.

Cary has been married to the former Mildred Gould for 11 years; has one son, David, 5, and has owned his home, at 1834 Torrence, since 1941. Mrs. Cary's father is the prominent San Diego dentist, A. D. Gould, of 1802 Puterbaugh Street, Mission Hills. Politically, Cary, although a registered Democrat, is non-Conformist, and he belongs to but one Fraternal organization: the Elks. His pet baby, so far as outside interests are concerned, is the San Diego

(*Continued on Page 26*)

Ebb 'n Flow

TACOMA, WASH.

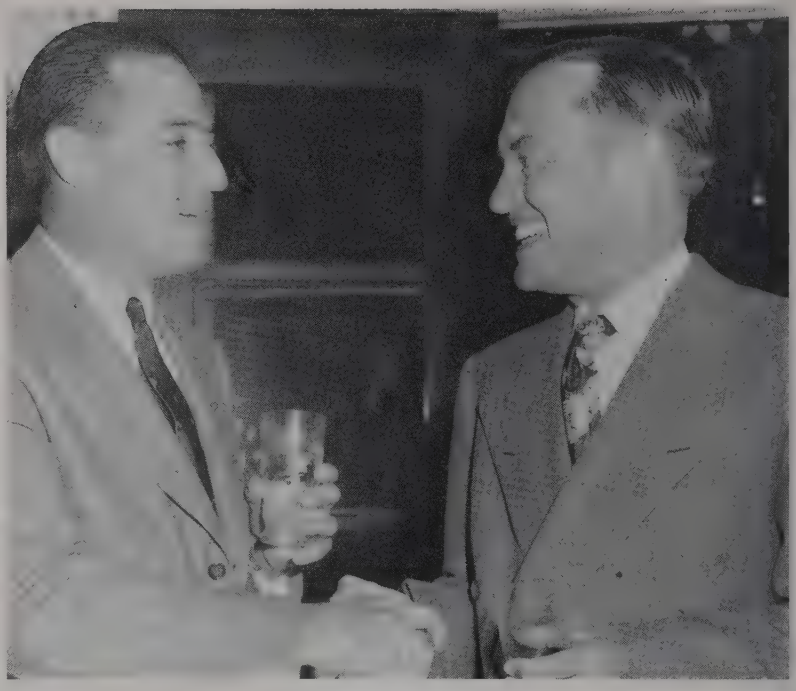
Island Magic. Commercial tuna fishing in the Fiji Islands: That's the latest development to pique the interest of California fleet skippers. The project has been launched by Harold Gatty, Australian airman who was navigator for Wiley Post's 1931 globe flight. Gatty, through San Diego's Cecil Drake, and through direct purchase, has bought himself a six-ship fleet including a small mother-ship freighter, the 90-ton *Golden Gate*, 85 ton *Rose*, and the 60-foot purse seiner *Sea King*. Two 48-foot craft, now under construction in Tacoma Boat Building Co. yards, will be completed to round out the roster. Manned by a seven-man crew from Fiji, the *Sea King* is enroute to the South Seas. The *Golden Gate* and *Rose* are being converted to brine which will require an additional 60 days, Drake said. Gatty's company will be known as South Seas Marine Products Ltd.

KETCHIKAN, ALASKA

Another First. More than $7,000,000 worth of canned salmon, the largest individual load ever to be drawn from Southeastern Alaska, went to Prince Rupert, B. C., last month. The cargo represented about 10,000 cases, and was shipped via the Chief Washakie, a Liberty vessel.

SAN DIEGO

Cacophonic Concerto. " . . . Like a broken-necked pelican with hiccups trying to gulp down a floating mine . . " That's the testy attitude of one San Diego tuna clipper skipper toward stand of the *FCC* that all cacophonic radiotelephone traffic from 1500 San Pedro-San Diego area boats still should be handled through one lone station — *KOU*, San Pedro. Sarcasm aside, the simile seems close to the actual truth, according to the latest *Tunamag* survey. Relay of all San Diego ship-shore traffic north to San Pedro for transmission south again seems definitely *broken-necked* to at least 200 local tuna skippers; and *pelicans* notoriously are prone to mouth more than they can swallow; flagrant abuse of transmission procedure by ship stations seems akin to *hiccups*, and the huge volume of routine traffic, loaded with the potential dynamite of an urgent but delayed call from some distressed craft is not far from being a *floating mine* in actual fact. Last January, *Tunamag* twirled the dial of the office radio to the "tunaboat waveband"—2638 KC—and confirmed that conditions even then were chaotic—with delays running as high as 10 hours for the unlucky.



Incoming, Outgoing

Albert Vignolo, Jr., (left) retiring President of the California Fish Canners Association, congratulates Mel Marsh, newly-elected Chief for the coming year. Marsh took office at the Del Mar meeting.

Situation Snafu. This week, Harold Devoe, *FCC's* own radio engineer in San Diego, confirmed, after taking time out to answer another phone in his office, that radiotelephone conditions now are worse "if anything." Devoe agreed with tuna industry leaders that one immediate way the wild crackling in the ether could be relieved would be by exercise of common courtesy, cessation of idle chatter and observance of regulations by ship operators. Devoe felt, however, that such self-imposed control would probably prove sufficient to clear up the air jam. Skippers and operators, of course, do not agree. Instead, they are loud in belief that the San Diego Harbor Association has taken a step toward a more practical solution of the headache—by throwing its considerable support behind efforts of Harvery E. Seibert, electronics expert, to build a harbor station in San Diego. Seibert, who started one year ago to fight for FCC approval of a San Diego station, presents these arguments: "As the rapidly expanding $200,000,000 fishing industry is the main industry of San Diego, this port deserves an adequate coastal harbor station." Additionally, he said, ship stations would save money, weather information would be greatly increased, and long-range contact with boats operating in Mexican and Central American waters would be immeasureably improved.

Whoop-de-do. Like others of its kind, the annual meeting of the California Fish Canners meetings at Hotel Del Mar, September 16-17, brought out plenty of commercial fishing's biggest guns, resulted in a lot of fun, and did plenty of good. Talks were given by various industry leaders and a new panel of officers for the organization's coming fiscal year were elected: Mel Marsh went in as President (succeeding Albert Vignolo, Jr., of West Coast Packing company), and Roy Beaton was re-elected to the post of Executive Vice-President and General Manager of CFCA. Lee Irish also was elected a Vice-President of the organization. An outstanding event, in addition to the Gin Rummy jousts and golf tourneys, was the speech given by Don Loker, French Sardine Company executive. Members applauded so vociferously that no one heard what he said, however, Loker claimed he gave it, anyway. As usual, Hotel Del Mar proved its peerage among hosts.

Of Mags and Mistakes. The magazine *Tunafisherman* last issue got in Dutch with Joe Pombo of Famous Market fame. And *Marine Press Associations*, as the result, got in Dutch with the magazine *Tunafisherman*. Story is: Joe, who is managing owner of *Ocean Pride*, noticed that the caption beneath the pic of the vessel, printed in last issue, gave credit to Mrs. Augustina Pombo for ownership of the craft. He called *Tunamag*—a contributor to *Marine Press — and Tunamag*—oh, well. (Fact is, *Marine Press*, whose faulty information led to the mix-up, was misinformed also).

The Evening's Turncoat

"Doc" Puccinelli, Pan Pacific Fisheries executive, plays waiter for Don Loker, of French Sardine Company. (That ain't ginger-ale, either).

Busy Solon. Congressman Charlie Fletcher seems to have a faculty for getting himself embroiled in, or becoming a party to, almost every scrap that arises in this area. Not the least of the lot, from a standpoint of importance to the fishing industry at least, was his recent victorious assault on the Reconstruction Finance Corporation. That organization, inadvertantly perhaps, elected to muscle in on private fishing interests. When the Pacific Exploration Company, using a government-subsidized vessel, veered from its expressed contract to do exploratory work and allegedly entered into competition with the tuna fleets of California, Fletcher went to the Sub-Committee on Salt Water Fisheries, forced the issue to a new deal with the PEC. As a member of the powerful Non-Partisan Committee of Congressmen set up to obtain a special assistant Secretary of State for Fisheries, he had plenty of power. And he used it—to the betterment of the entire industry.

In This Corner. Julius A. Krug, heavy-set 41-year-old Interior Secretary, arrives in San Diego by air Oct. 5, to probe problems affecting Southern California's fishing industry. Wisconsin-born, it will be Krug's first real chance to get an on-the-spot report from key industry leaders. He took office March 18, 1946. Department officials stressed that Krug's stopover in San Diego was "incidental" to an extended inspection trip throughout the Western States. His current tentative schedule calls for a meeting at 3:30 p. m. on the day of his arrival with a representative group of fishery representatives, including labor officials. The Secretary's party of five is scheduled to land at Lindbergh Field at 1:20 p. m. (Standard Time), departing Oct. 6 at 10 a. m. Tour of San Diego's waterfront, inspection of tuna vessels, and a visit to a packing plant was expected to round-out the Secretary's city itinerary. "Mr. Krug will be prepared to comment briefly on the department's general policy as affecting the local industry," a Department spokesman said. Expectation was the industry spokesmen would outline to Krug such major problems as international regulations involving fishing activity, cost of transportation of processed fisheries products from Southern California to other points, and matters coningent on pure food laws.

Cocktail Conclave

Mr. Ponsford, meet Mr. Ambrose; Mr. Ambrose, Mr. Loker. Mr. Brittenstein, Mr. Ponsford, Mr. Loker, Mr. Brittenstein, Mr. Ponsford . . . oh, well . . .

SAN FRANCISCO

Bay City Business. Miller Freeman, chairman, and Montgomery Phister, secretary, have called for a meeting of the Pacific Fisheries Conference, to take place in San Francisco Oct. 21 and 22. The confab will occur in the Mark Hopkins hotel, to be attended by auth-

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EBB'N FLOW

(*Continued from Page 13*)

orized delegates of various member organizations, together with such advisors as they may prefer. (Member organizations are entitled to one vote each, regardless of their representation.)

SAN PEDRO

Puzzled Neighbor. Mexico never will follow such "bewildering procedure" as Propositions 6 and 15; Mexico has too much at interest the working classes of her country; it is also "bewildering" that America, which practically feeds the world, should be faced with closure of strips of fishing waters, *and*, the whole thing looks "like something for Reepley." That, in effect, was the philosophy expressed by Secretaria De Marina's Jefe De La Oficina Tecnica, Fernando Obregon Fernandez, who, last month spent some time in visit with French Sardine company's Don Loker and other commercial fishing executives. "A sad travesty," was Loker's rather arid reply.

LOS ANGELES

Fresh Markets. Fishing industry officials have been tipped off by government officials in Paris that a new market for West Coast sea products is opening up in France. Leon Cabrol, heading a group of French importers working with their country's food control mission, soon will arrive in the United States, scouting purchase possibilities of canned and frozen fish. Cabrol, who will spend three weeks on the West Coast, has asked interested producers to send two or three sampe tins of various packs and details to his office in Paris which can be shown to government leaders. Cabrol, then, will be given both funds and authority to buy on basis of decisions reached. Included among product samples asked were bonito and yellowtail tuna, halibut tails, and 1 lb. tall West Coast mackerel.

Operation Salvage. In Acapulco harbor, the purse seiner, *New Bol*, lay at anchor, her generator crippled by an electric power failure; her own source of refrigeration gone. In her 130 ton hold nestled a cargo of dormant gold—a $30,000 catch wrested from the Pacific. Her crew worked desperately packing the haul with local manufactured ice. Only a 48-hour supply was available. Engineering and equipment had to reach the disabled craft from distant Terminal Island, Calif. Its generator had to be replaced or overhauled before the seiner could venture the 10 or 12 day cruise with the harvest of deep-

(*Continued on page* 15)

Waterfront Observer

By JOHN DE BECK

THE days of the fish smeller are numbered. Not much longer can Junior enter school with the proud declaration that "Dad smells fish for a living." Science has stepped in. Doctors at the University of California have invented a new system to detect spoilage in fish canneries, and human smellers are on the way out. Here's the way this new system works, according to Dr. Lionel Farber, of the University's Hooper Foundation for Medical Research:

A PIECE of the fish to be sampled is pressed, and a short blast of clean air is forced through the juices that came out. This air then is forced through a solution of potassium permanganate and alkali. If the fish is spoiled the solution will change color. If it is okay, the solution will remain as it is. The extent of spoilage is determined by the amount of color change. Simple, what? Dr. Farber says this chemical fish smeller is superior to the present human smeller because there is less chance of error. He says the human often is off because of a cold, or he may be influenced by an outside odor that remains in his memory. While Dr. Farber has solved the chemical problem of smelling fish, he has created an economic problem that has to be solved. What kind of a job can a man qualify for if has spent his entire life smelling fish? His employment application would be interesting, and it looks like the State Unemployment Bureau has been handed a new headache.

HEADING the "*file and forget*" column this month is a scientific experiment in fishing conducted by Radioman Art Linkletter, the fellow whose chief job is convincing people they can laugh at other people. The experiment was conducted purely in the interest of scientific advancement and sought to prove that a helicopter could be used successfully to catch tuna. It was conducted in strict secrecy for fear that Japanese fishermen might get wind of it. A press luncheon at Hotel Del Mar in Southern California started things off. Then Linkletter boarded his helicopter and took off toward the ocean. He did not deny that a package smuggled into the plane contained a barracuda that had been sitting frozen in the hotel's freezer for some time. While he was gone most of the scientific observers, representing several California newspapers and magazines, continued their vigil at the local pub. Official results of the experiment have not been released and probably are being prepared for study by the Society for the Advancement of Science.

ABOUT next in line for the same *F* and *F* column stands the quote convention unquote of many of the cannery officials also held at the Same hotel. The happy executives have returned to their homes. Some observers claim the Hotel has not quite recovered.

The high school class was touring the Monterey waterfront. One inquisitive student walked up to a fisherman mending a net and asked him where whales were found. Without looking up the old man drawled dryly: "It seems, son, that whales are *so* durn big they very seldom get lost."

You who collect cachets will find the Navy with a new one for use on Navy Day, October 27. The catchet portrays an aircraft carrier at sea and will have the words "Navy Day, Oct. 27, 1948" printed on it. In addition, each ship or station will have its name printed underneath. Special postal concellation also will be used.

FOR out-and-out efficiency it would be hard to find a counterpart of the Coast Guard, right here in our own back yard. How many missions of mercy this organization has flown, in years past, is a matter for speculation, and, not the least of the lot, was the recent rescue of James K. Levy, 42-year-old owner of the 21-footer, *Neoma*, which caught fire and sank 60 miles southwest of Coronado Islands, and Ray Stokes, a member of the *Neoma's* crew. *Magnificent!*

EBB'N FLOW

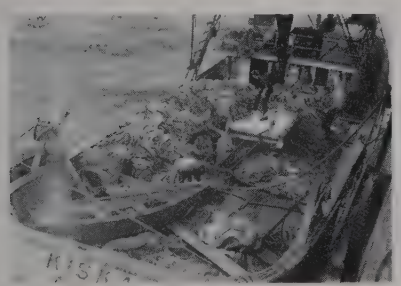
(*Continued from Page 14*)

sea gold bound for the California cannery. At Terminal Island offices of Van Camp Seafood Co., export-manager Bob Ridgway acted quickly in response to the urgent cable from the seiner's skipper. Orders crackled across his desk and the desk of a local engineering representative. While the engineer phoned for reservations to Mexico City, urgent arrangements were set up with the cargo department of Pan American World Airways for the speeding of a 1200 pound armature and housing aboard its midnight plane for Mexico City.

Crated in two huge cases, the vitally needed parts were trucked to Los Angeles Airport and bulldogged into the waiting aircraft a few minutes before flight time. Engineer and equipment arrived in Mexico City early next morning and were transferred to an Acapulco flight. Half a day to go before deadline of the locally supplied ice. But air schedules have to be on time. At Mexico City's airport special handling crews made the switch to another waiting plane of the more than half-ton parts. Engineer and equipment arrived in Acapulco an hour and one-half later. There, the engineer and seiner skipper rushed by auto to the docks for a preliminary look at the crippled electrical system. Meanwhile handlers roused the two generator parts onto waiting trucks.

Aboard the seiner a couple of hours rolled by. The gamble for $30,000 was covered. Emergencies are not the only needs to the fishing fleet fulfilled by Pan American's services, although Herbert Davis, a skipper for the Terminal Island Seafood Co., probably owes his life to air transport. Stricken several months ago with an appendicitis attack, he was rushed ot a Los Angeles hospital in 7½ hours aboard a scheduled

(*Continued on Page 19*)



Crabs A' La King

The above haul represents a part of 400,000 giant crustaceans harvested under the auspices of the S. S. Pacific Explorer, and shared by nine fishing vessels during a recent foray in the Bering Sea.

Monterey

By S. BUCK RUSSO

AUGUST sardine deliveries in the Monterey Bay Area were a few hundred tons short of the August, 1947 season; this was due to the larger size limit required for 1948. However, the overall picture indicated that the fish are more plentiful than last season. The September catch up until the 15th doubled the catch for the same month last year. The total catch to date for August and September has surpassed the total for 1947-48 in the Monterey Bay area.

On September 9, the albacore troller *Mary Lois*, went aground off the Cypress Point coastline, near Monterey, during a heavy fog. James Randolph and his wife swam about 200 feet to safety on the very rocky coastline. Both were none the worse for their harrowing experience.

THE boat *Diana*, (Capt. Pete Maiorana), delivered 146 tons of sardines to San Xavier Canning Company of Monterey. This catch was the largest delivered in Monterey since the 1947 season. The fish were caught in the Monterey Bay in one set, about one hour's distance from the cannery. On the same night the *Geraldine Ann*, a baby seiner, (Capt. Peter Cardinalli) made two trips in, totaling about sixty tons of sardines for the Oxnard Cannery.

The small seiner, *Sea King*, which has a 20 ton capacity, delivered 20 tons of sardines and 10 tons of mackerel in one load. The seiner had 10 tons of mackerel on board when Capt. Scardina spotted a school of sardines, and caught approximately 20 tons. Ten tons of this fish was put aboard ship and the remaining tonnage was towed in by net to the cannery, where it was unloaded. The fish were still flipping while going through the automatic scales. Albacore still is being caught off the Monterey coastline area. Deliveries to Monterey have averaged from 10 to 35 tons a day. Bad weather has hindered fishing to some extent. The fish are being bought by packers at Monterey and San Francisco. The average price has been from $540 to $560 a ton. The 1,486 tons of good quality sardines delivered to Monterey canneries Sept. 7 represented the largest single day catch for the 1947-1948 season. On that day every cannery on the Row was in operation.

THE Monterey City Council voted formal opposition to Proposition 15 on the November ballot which would prohibit purse seine and round haul net fishing in waters south of San Simeon. In compliance with a request from Secretary George Clemens of the Monterey Fish Processors' Association, the council instructed a strongly worded resolution be drawn, voicing the official opposition. Clemens told the officials that passage of the Proposition would cripple the commercial fishing industry. Clemens also represented the AFL Seine and Line Fishermen's Union, the AFL Fish Cannery Workers' Union and the Monterey Purse Seine Association.

Atlantic Coast Fisheries, early last month, began hauling fish in from Hueneme by tank truck. The fish which arrived at Monterey were in good condition, large, fileted, and packed in 8 oz. oblong cans. After the September full moon period other canners are contemplating bringing fish from the south.

SMALL schools of blue mackerel have reappeared in Monterey Bay after having completely disappeared several years ago. Two to three ton catches have been brought in to the fresh fish markets by the small lampara boats. It is the contention of several waterfront authorities that the large scale amphibious training which took place in the Monterey Bay during the war had a tendency to scare fish from the bay. The mackerel, not too large in size, range from 8 to 10 inches.

Monterey has purchased a 45 foot harbor tug to be used as a fireboat and harbor patrol. The vessel will be equipped with a pump that will discharge 750 gallons of water per minute through a monitor on deck. It will also be equipped with C. O.2, and other chemicals for oil fire aboard vessels in the harbor.

BENJAMIN W. SHIPMAN

Invasion

Has Gen. MacArthur's concern over Japan's American commercial fishing industry? Her tionally-known lawyer, the other by a veter

(Here is an article that bears scrutiny. It was written by Benjamin W. Shipman for the magazine *Tunafisherman*, on Japan's postwar fishing operations, and, although it is couched in the retiring style for which he is noted, Shipman's analyzation sounds a stern warning, i. e., American bureaucrats are booting into competition with our interests a formidable, and perhaps not too ethical, customer: *Japan.*)

•

It is but proper that we should give much thought—in fact, national thought—to the place that Japan will occupy in the fishery picture of the world, and, particularly, in what manner, by her recovery or development under the guidance of our civil servants, Japan will or can affect our own fisheries.

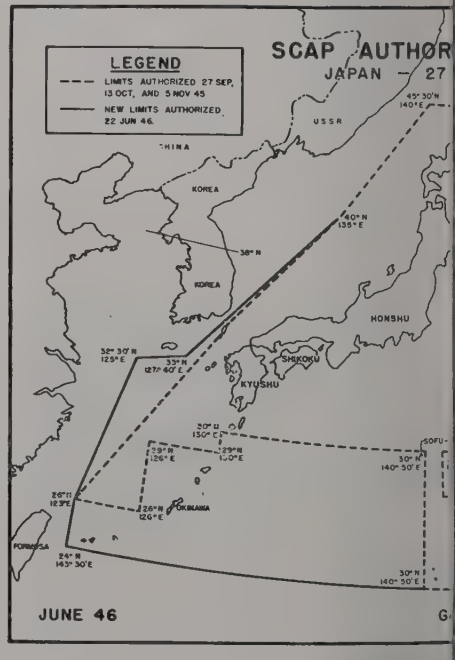
At least a major part of the principal industries of Japan have been heavily damaged or destroyed by the war. Recovery of these industries would involve many problems other even than the possibility of rebuilding them, particularly as rehabilitation of many of its industries would not re-establish markets where these markets were captured by substitutes, or where the markets are lost in whole or in part because the former purchaser or user finds that he no longer has to have the particular product. Thus, by the law of compensation that causes growth in one field by reason of limitation in others, the Japanese will seek greater and more extensive development of its fisheries. All kinds of figures are heard as to the annual consumption of fishery products by the Japanese. Some of the figures I have heard exceed 100 lbs. per capita, and likely it will be some time before its fisheries are sufficiently rehabilitated to supply the domestic demand. These fisheries, however, cannot be devoted entirely to meeting the domestic needs, just as, in the instance of the English coal, which is needed to serve as a readily exportable item for the acquisition of other goods needed by the English. So it will be with the Japanese. The fisheries of Japan are the producers of items most readily available, and most importantly salable in the acquisition of goods produced in other countries that Japan does not and must have.

To look the picture squarely in the eye, I believe it is necessary to forget the usual contemplation of statistics, tables, etc. Such limited experience as I have had with the Japanese showed clearly that the Japanese fully realize that the American's first request in connection with any discussion will be a request for data or statistics. The Japanese, being a realist and, observing how statistics seem to appeal to us, has statistics all ready for us, and will gladly furnish statistics, but I believe that without any desire to deceive, these statistics are absolutely of no value because the components that have to be considered are so varied and complex, by reason of exchange, black markets, lack of recording, lack of understanding, that the only view and observation of any value, I fear, is general in character.

It is the fashion to state that the Japanese recovery would be much further advanced were it left wholly with the Japanese and, again, the use of the language has to be carefully scrutinized. Does it mean the Japanese effort without any of our help of resources, money, materials, supplies? Or does it mean money, materials and supplies to be furnished to the Japanese for their use without any supervision on our part? If it is the first, very apparent doubt can exist as to the validity of this statement; if it is the second, possibly. *However, the procedure that we have—that is, of furnishing in one form or another administration, materials and supplies to Japan must, of course, be considered in viewing the possible injury or impediment to our own welfare in this country.*

As a loose illustration of the difficulty of judging or estimating conditions by any set or stable standard, we can take the situation of the money in that country. Within the past few months, the value of the yen in relation to the dollar has been revised. For quite some time before that, the official value of the yen in relation to a dollar was fifty to one, or, in other words, officially you could acquire fifty yen for a dollar, whereas the street price, or the measuring stick of the yen as an expression of value between Japanese was 250 or 300 yen to the dollar, and more.

(Continued on Page 19)

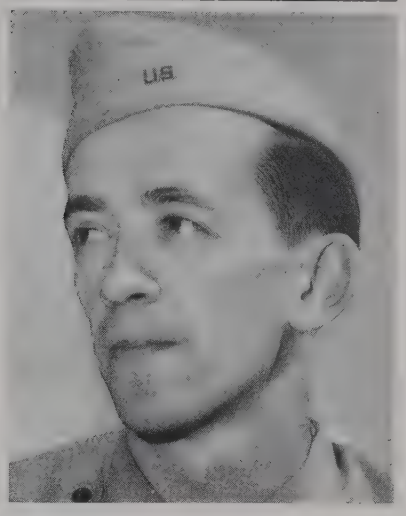


Happy H

- - 1948!

conomic stabilization' proved a threat to the re two positive opinions; one by an interna- ewspaperman and War Correspondent:

JAMES A. MacLEAN

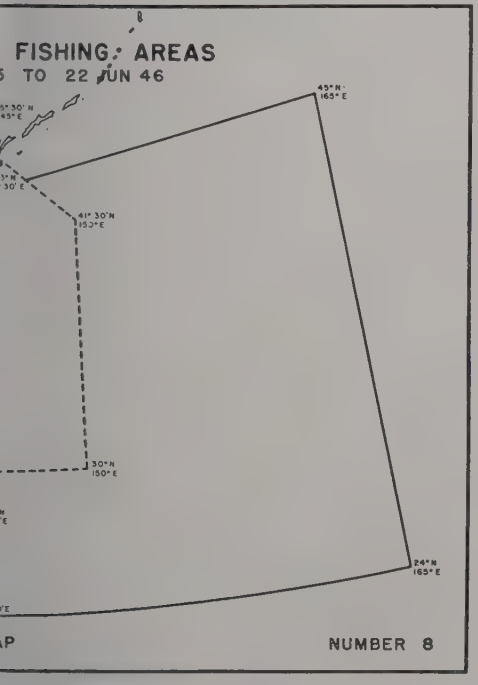


(James A. MacLean, *Marine Press* correspondent, became interested in the Japanese fishing situation as the result of a telephone interview with Benjamin W. Shipman of Los Angeles. Then he waded through a maze of *SCAP* detail, finally came up with the Carry map and report. Here he charges the Japanese with flagrantly violating *SCAP* fishing regulations in order to force an extension of their allotted fishing grounds!)

●

Better consult your family doctor before you read this story. If you are American, over 10 years old, slightly equipped with a memory, and have a tendency toward ulcers, high blood pressure, or chronic knotting of the fists, he probably will recommend you go to bed, lash an ice pack firmly to your head, and force yourself to think long serene thoughts—about anything except Japanese fishing boats.

After all, any taxpayer knows there are government officials in Tokyo, and more in Washington D. C., who, between trips to the water-cooler, accept fair-sized stacks of dollars every two weeks to mull over the latest doings of the cocky, jaundice-hued skippers and crews bandy-legging the decks of Nippon's re-muscled fish fleet. So why should you—since you are already anteing up simoleons to let these experts *expert*—take it upon yourself to glance at the situation personally? Here's why:



g Grounds

At first glance, it seemed rather brash of Charles R. Carry to poke his nose into the situation at all. This Carry fellow is about 6 feet tall, rather on the thin side, has blond hair, blue eyes, is quiet-spoken and addicted to wearing light brown suits. The lettering on his Washington office door reads: "Director, Fishery Products Division, National Canners Association."

And don't forget that last, because it would have been a far, far better thing for your peace of mind if this fellow had whiled away a certain afternoon last week trying to read that title backwards through the frosted glass instead of doing what he did. But Carry seems to believe that title has other uses—even responsibilities. Apparently according to his line of reasoning, the nation's taxpayers should know what is going on in the West-Central and North Pacific—whether that knowledge is accompanied by sharp shooting pains in the pocketbook—or twinges of war-time memories—or not. And the man has the channels to spread any information he digs up, too. The mailing lists into which he regularly pours tons of industry news letters are pointed at every canning company across the nation, and the hundreds of thousands of Americans connected with them.

This, apparently, is what Carry did last week. Somehow he found out that he could get his hands on the latest report turned out by the Natural Resources Section of the Supreme Allied Command in Tokyo. Wise to the ways of Washington, he snatched up a pair of scissors and sailed from his office. And from that report he lifted *excerpts*.

Naturally, anybody who has ever tried to read the report of a governmental agency on anything knows about *excerpts*. *Excerpts* are those infrequent passages of understandable English which seem to make sense. Carry emerged some hours later, triumphant, with four solid pages of *excerpts*, and a map. Back safely in his office, he sat down to read them over, and obviously started to worry. His clippings were written in undersandable English, all right. But did they make sense? It was tough deciding.

The report stated quite clearly that the Japanese fishing fleet now has been rehabilitated to the point where Japan has a greater tonnage of trawlers and tuna vessels than she had before the war. Additionally, the report told how tremendous quantities of fuel oil, most of it paid for by the American people, had been shipped to Japan. And how, in recent weeks, a special allotment of more than $15,000,000 had been made by Gen. MacArthur to buy cotton and manila fibers for the manufacture of nets and ropes.

That much, Carry, and practically any other American could understand. "General MacArthur," as the report stated, "is very much interested in the condition of the fishing industry and is particularly concerned about the welfare of the fishermen and the success of fishing operations to help feed the people of Japan."

That wasn't what bothered Carry. Most people in this country have nodded agreement to the belief that the

(Continued on Page 25)

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EBB'N FLOW

(*Continued from page 15*)
flight. He commanded the *Calistar* which put into Acapulco in the emergency.

SACRAMENTO

"Six" Gunned. California Proposition No. 6 has been termed "ill-advised" and potentially dangerous to sports fish on the Sacramento and San Joaquin rivers and San Francisco Bay by Dr. Richard Van Cleve, Acting Director University of Washington School of Fisheries, in a letter released here by the Save Our Fisheries Committee. Van Cleve, well known fishery scientist, and former chief of the California State Fish and Game Commission Bureau of Fisheries, said: "The proposed closure of the Sacramento-San Joaquin area appears to me to be very ill-advised. The catch of the last 15 years shows no sign of diminution, and in fact in the last five years has risen consistently."

A-Bomb Antics? A. W. Anderson, chief of commercial fisheries for the U. S. Fish and Wildlife Service is not one to go around looking gift horses in the kisser. And he doesn't think Alaska and British Columbia fishermen should, either. Anderson just got back to Washington, D. C. from the North Pacific and says Alaskan fishermen hauled in 450,000 pounds of albacore this season —first catch of its kind in history for the Territory. Canadian fish boats likewise were busy hauling in albacore hand over fist, so fast indeed that three British Columbia government research craft were ordered to sea to help. After it was all over the fishermen started wondering where all the tuna came from—and why. None remembered seeing tuna in the North Pacific before, much less rich catches of the fish. Anderson says that by the time he got to Alaska, the fishermen's chit-chat had reached the point where many were convinced the tuna had been driven north by the explosion of the Bikini atom bomb. Or, less spectacularly, by a shift in the Japanese current. The actual truth of the matter, Anderson says, is not known. But he doubts either the A-bomb or shifting currents has anything to do with it. Matter of fact, he points out, the government's Central Pacific research program is just now getting underway. And for all anybody knows it may turn out that tuna have been in northern waters all the time—and we just haven't found out about it earlier.

Injured. Walter Burruss, Chief Engineer aboard the Scarlet Queen, world's largest tuna clipper, has returned to San Diego. While at the fishing grounds, Burruss broke his left ankle.

Rescue Ship

This atomic-age Convair airship is of a type which probably will soon be used by Pan American World Airways for flying new parts to ports for ships with broken engines, or other vital gear. (See story under Los Angeles dateline).

Invasion - 1948 (Shipman)

(*Continued from Page 16*)

Thus the Japanese, in dealings between themselves, acknowledged that the purchasing price of their money, transposed into dollars, was several times less than the official rate of exchange established by us. Imagine what certainty of calculations there would exist were we to allow that sort of disparity as to our weights and measures. Would anyone under those circumstances reasonably rely upon estimates of distance or weight?

Conditions of that sort bring about what we call "black markets," which is the deviation from the "official," and, with the national abhorrence that we have for situations of that sort, nevertheless you begin to wonder if even the terminology of "black market" represents an accurate statement of the color. Maybe the spectrum is subject to variations. I remember the remark of a friend of mine, a Japanese, to whom an American made a remark as to the prevalence of black markets in Japan. His response was, "Thank God for the black markets. They give me and my family a chance to eat."

Japan is a country aggregating in area the size of the State of California, yet only 15 to 20 per cent of the land is usable from a food producing angle. At the same time, the State of California is an important food producing factor in as far as other areas are concerned in the United States. Japan, however, instead of having a population of eight or nine million, as the State of California, has a population approximating eighty million, with a birth rate of about 2% per annum, and the threat of the addition of a further population by reason of repatriation of Japanese still subject to such action.

The silk industry, at one time a major factor in the economy of Japan, is making slow recovery and none can tell to what extent the world will again use Japanese silk. Her textiles generally have been seriously affected by the war. Before the war, credit has been given to Japan that it had something like fourteen million spindles. This, the war has reduced, through various factors, to between two and a half to three million spindles. All of this indicates that Japan must look to itself for sustenance and acquisition of goods that it does not possess.

The managerial problem, as presented to our civil administration in Japan, is the upbuilding of Japan, probably through its fisheries, and these men, administering the economy of Japan, of necessity, must administer that economy primarily for the benefit of Japan, not because they wish to do anything improper or injurious to the United States, but because they are charged, from a geopolitical angle, with a job that has to be done and which economically may offer, in the items produced, serious competition or effect to those of us who, as American businessmen, have primariy an American view-

(Continued on Page 29)

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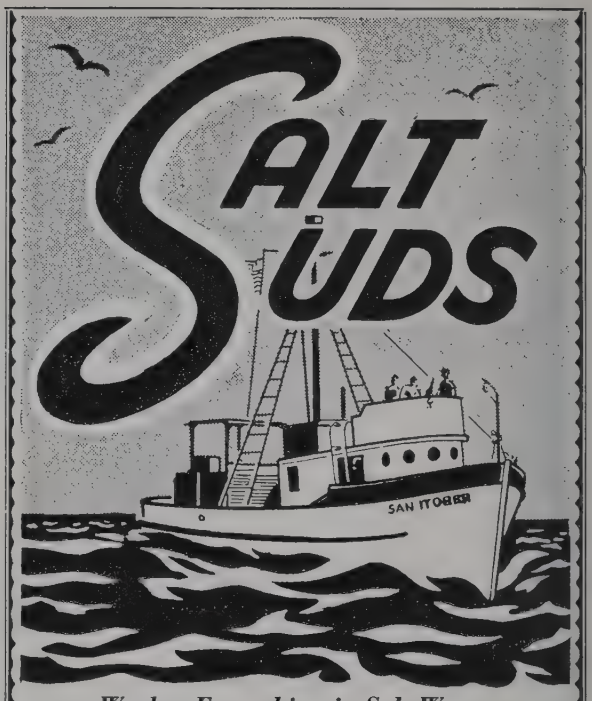

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Deep Sea Search

(Continued from page 9)

this type now are in operation aboard the *Paolina T* off Mexico. "This instrument will provide a profile on the course of the net beneath the surface, and will provide the density and depth of Plankton samples in those waters," Dr. John Isaacs, Scripps scientist said. Sardines, Dr. Isaacs explained, feed directly on Plankton, the small microorganism which constitutes the food of all fish in one form or another. By tracing presence of Plankton, he said, the expedition will attempt to determine reasons back of the presence or absence of sardines in various waters. Another invention which will be put into underwater use for the first time in the attempt to crack the sardine mystery will be a new type of Plankton net.

"This net uses the same principle as formerly, but is equipped to open and start collections at certain pre-arranged depths and will continue to scoop in underwater samples for a given distance and then close. This will enable scientists to investigate the stratification—or layer effect—of Plankton," Isaacs said. Still another invention, on which the Institute research department now is working feverishy is a special shallow water camera which will allow expedition scientists to take multiple shots of schools of sardines. "We have discovered that, by using strobolight, which flares into illumination for very short periods, we can take pictures of fish without disturbing them in whatever activities they are engaged. They do not even seem to be aware that a light has been touched off."

Other new devices—either under development or now being fitted into the two fleet craft still in base in the San Diego area—include instruments which can be towed behind the vessels at high velocity, yet still provide accurate records of oceanic temperatures, densities, photo-intensity and acidity of water samples. "Our program, although it calls for considerable research into other ocean questions involving study of long-period waves which travel in excess of 400 miles an hour but which cannot be seen by the naked eye, study of gray whales and their increase in coastal waters, will primarily be concerned with solution of the sardine depletion," Dr. Hubbs said. And Dr. Hubbs left little doubt that the answer will be found—but not until about 1958.

Canister, from which the word "can" is derived, comes from the Greek word "Kanastron" meaning a basket of reeds in which tea, coffee, fruits and vegetables were carried.

Milady

By DOROTHY HARVEY

SEPTEMBER issue of Holiday Magazine features an article on seafoods that, in my estimation, never has been duplicated in any publication. Factual colorful, and strikingly illustrated, I suggest it as a *must* for every woman connected, directly or otherwise, with the fishing industry. And much of its information is down right humorous. Here, with apologies to Holiday, are samples of what you can expect from the article:

When cooking sea food, (I quote) the most important thing is don't overcook. There being far too many sea-food restaurants in the world to enumerate here, it is without prejudice to all the others that I (the writer) have selected a random few for special mention: Antoine's in New Orleans, Bernstein's Fish Grotto in San Francisco, Pieroni's in Boston, and two New York places—the Sea Fare, 57th Street and First Avenue, and "Sloppy Louie's" in the Fulton Fish Market. Each has a justifiably wrold-famous *specialite de la maison.*

SINCE New Orleans (they say) is the shrimp capital of the world, it is only natural for Antoine's Roy Alciatore, grandson of the famous Antoine, to stress his "Shrimp Mariniere."

"Take about one and a half pounds of raw shrimp," says Mr. Alciatore, "best, of course, Louisiana shrimp; shell and remove the black line. Then combine two cups white wine, two minced shallots and one cup oyster water (fish stock if you don't have oyster water) bring to boiling point; add the shrimp. Simmer fifteen minutes. Then melt butter, about two tablespoons; blend in same amount of flour, add three quarters of a cup of shrimp stock—stock used in cooking shrimp. Then cook, stirring constantly, until the mixture thickens. Add shrimp, cook ten minutes. Add lemon juice, from about one quarter lemon. Beat two egg yolks; add half a cup light cream. Then add the hot shrimp mixture, stirring constantly. Then you serve on ramekins or toast points and garnish with chopped parsley. You should have enough for six delicious portions."

THE customers of Berstein's Fish Grotto, writes General Manager George Skaff, rank the Grotto's Abalone Supreme among the top favorites. To make this West Coast Delight, says Mr. Skaff: "First take one large slice of white abalone (the darker abalone is often tough), sprinkle with salt, roll in flour, then dip in beaten egg yolk. Fry in butter one minute each side, or until a golden brown. Garnish with lemon and parsley, and serve with tartar or chili sauce and shoestring potatoes." The specialty of Pieroni's Sea Grill, in Boston, according to Louis Pieroni, is their Chef's Special, a broiled live lobster filled with a specially prepared Thermidor Stuffing. The lobster is served surrounded with fried clams, fried shrimp, French fried potatoes, fried onion rings and lemon butter. Mr. Pieroni regretfully refuses to reveal the secret of his Thermidor Dressing. Sea Fare's "Lemon Sole Sea Fare" is the masterpiece of Mr. Christopher G. Bastis, a native of Greece and owner of the restaurant. "I tell you, people go mad, they go mad over it," says Mr. Bastis. "I poach a fillet of lemon sole. I put asparagus in a casserole. I lay the fillet on the bed of asparagus. I pour on butter sauce. I bake four minutes in four hundred degrees. I remove. I pour on a cream hollandaise sauce, lovely. I sprinkle with Parmesan cheese. I garnish with a slice of very red tomato. I replace in the oven and I bake for twenty minutes longer. It is ready!"

"Sloppy Louie's" is run by Louis Morino, a Genoese sea-food enthusiast. From four to seven in the morning it's full of hearty, famished, profane fishermen and fishwives from the Fulton Market. At noon, gourmets, bankers and Wall Street brokers fight for seats at the plain white tables — and usually order Louie's magnificent whiting stew. (unquote). You can get this recipe by writing to me!

INK WILL BLOT OUT PROPOSITION 15

Use a Pen!

Pens and pencils, wielded by professional name getters as fronts for a few week-end sports fishermen, put Proposition 15 on the November ballot. Pens . . . YOUR pens will take it off in defeat. Get busy now, using your pen to ward off disaster to the fishing industry.

Proposition 15 is a genuine threat to the whole industry . . . to jobs of thousands and to equipment valued in the millions . . . to any interest YOU have in the industry.

Protect yourself by putting your pen to work. Write letters to all of your friends and relatives in the state. Urge them to vote NO on Proposition 15 on election day.

Tell them what the results will be if this measure carries. You know the dangers . . . the price of fish and fish products would sky rocket; thousands would be out of jobs; taxes would climb; there would be a shortage of natural Vitamin A and D; feed prices would rise because of shortage of fish meal for livestock and poultry; and all for a few, selfish week-end sports fishermen.

Get busy today. Write those letters. Proposition 15 is not conservation of a natural resource. It's a threat to the existence of a whole industry.

VOTE NO

ON PROPOSITION 15

THE COMMITTEE FOR THE INTELLIGENT MANAGEMENT OF OCEAN FISHERIES

1226 WILSHIRE BLVD., LOS ANGELES

Ships and Call Signs

A Complete List of West Coast Fishing Craft and Their Radio-Telephone Call Signs

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(For the convenience of the fishing fleet, the magazine Tunafisherman every other month will print an up-to-date roster of ships and call signs. The editors will appreciate it if attention is called to discrepencies, either by penny postcard or letter. Corrections will be made promptly.)

CODE LETTERS	COMPANY NAME
C. F.	Coast Fishing Co.
C.M.C.P.	Calif. Marine Curing & Packing Co.
F.I.P.	Franco-Italian Packing Co.
F.S.	French Sardine Company
H.S.T.P.	High Seas Tuna Packing Co.
N.I.O.	Not in Operation
P.P.	People's Packing Co.
P.P.F.	Pan-Pacific Fisheries
S.C.F.	So. California Fish Corp.
S.D.P.	San Diego Packing Co.
S.H.P.	Sun Harbor Packing Co.
S.P.C.	Southern Pacific Canning Co.
T.I.S.F.	Terminal Island Sea Food Co.
V.C.S.F.	Van Camp Sea Food Co., Inc.
W.C.P.	West Coast Packing Corp.
W.S.P.	Westgate Sea Products Co.

A

NEW CALL SIGN	Name of Vessel	Licensee or Owner	Old Call Sign	Cannery Affiliation
WA2003	A. A. Ferrente	Frank Ferrente	ATXS	
WA2058	Adriatic	Slovko Ivancic	WPLM	
WA2167	Alert	Darrell D. Foreman	WXVP	
WKEO	America	Pedro C. Neves & Assoc.	WKEO	VCSF
WA2348	America II	Geo. H. Knowlton	KWNJ	
KAZG	American Boy	Joaquin Canas	AYYQ	VSSF
WA2353	American Boy	Max Grbelja	WJLN	
WA2358	American Lady	Ralph Madruga	ATLV	VCSF
WA2359	Americano	Francisco P. Vaia	ATEA	VCSF
WA2371	Amor Da Patria	Eric G. Danielson	WPNG	VCSF
WA2431	Anna K.	Allen E. Humphrey	WOYD	SDP
KEDL	Anna M.	William Magellan	KEDL	VCSF
WA2478	Anthony M.	A. Misetich	WMQH	FS
WA2578	Astorian	Olaf Johnson	ATYG	VCSF
KGMP	Atlantic	Atlantic Oper. Co.	KGMP	WCP
WPOK	Azoreanna	Edward S. Varley	WPOK	VCSF
WA2650	Aztec	J. S. Basinger	KEMW	VCSF

B

WA2675	Balboa	Julius Zolezzi	WCWR	SHP
WOLU	Belle of Portugal	Manuel Rosa	WOLU	VCSF
KCXL	Bernadette	Frank Medina	AUTA	WSP
WA2852	Betsy Ross	Peter Cekalovich	WPJN	
WA2869	Betty B.	Floyd H. Bay	KWQQ	
WA2977	Blue Fin	Kenneth Denton	KGCR	
WA3004	Blue Sky	Nick Karuzo	WORX	
WA3060	Bonito	Fish & Game Patrol	WPQN	
WA3147	Buccaneer	Alex Lapov	KDBP	

C

WPLC	Cal	Geo. Campbell	WPLC	VCSF
WA3238	Calistar	G. H. Clark	AUAY	TISF
WA3280	Cape Horn	Thos. H. Cooper	WPRN	SDP
WA3392	Carol Ann	Tom Hughes & J. Sullivan	KHUD	SDP
WA3412	Carol Jo Ann	Angiene Bregante	WGVY	
WA3478	Cavalieri	Marko Pesusich	WOSM	
KDZY	Charlene	Dr. O. H. Warner	ATCI	
KECD	Chicken of the Sea	H. E. Morgan	AUAE	VCSF
WA3704	City of Avalon	So. Calif. Fish Corp.	WPUH	
WA3707	City of Los Angeles	John Gargas	ATKH	
WA3711	City of Naples II	Frank Amalfitano	AUJO	
WA3717	City of San Francisco	Nick Cola & Francis Cresci	WLFE	SHP
WA3714	City of San Pedro	Sam Mirkovich	ATID	SCF
WA3717	City of Stockton	Tom Mason	ATHI	
WA3756	Clermont	Van Camp Sea Food	WDLN	VCSF
KFNH	Commander	Al Davies	AYWU	SDP
KFNX	Commodore	Louie Vattuone	AYSU	SDP
KFQH	Conte Di Savoia	French Sardine Tender Andrew Castagnola	AZOJ	WSP
KSYA	Corsair	H. Morgan & Sons	KSYA	VCSF
WA3919	Costa Rica	Westgate Sea Products	KPCJ	WSP
WA3920	Costa Rica II	Steve & Joe Gargas	WOLI	
WA3925	Courageous	Lewis L. Livesley	ATXA	HSTP & FS
WA3935	Crane	Fish & Wildlife Service	WTDC	
WA3953	C. R. Martinolich	F. Marinvocich	ATES	PPF

D

WA4012	Daiho II	A. J. Good	KDKW	VCSF
WA4053	Dauntless	Louis Ursich	WOUI	
WA4115	Defense	John Zorotovich	KEBJ	
WA3148	Del Rio	R. Katnich	WOXR	
WA4189	Discovery	Nick Nrsich	WOVA	TISF
WA4247	Dominator	A. Davies	ATTU	SHP
WA4326	Dorothy Lee	Frank Medina	KEBG	WSP

E

WA4553	El Capitan	Kelco Co.	KEBN	
WA4557	El Commodore	Ivan Botica	WOUT	
WA4573	Electra—Dan Battaglia		KDHN	SHP
WA4637	El Padre	Carlo Sima	WPJM	SCF
WA4664	Elwood	Kelco Co.	WPLG	
WGDR	Emma R. S.	Guy Silva	WGDR	SDP
KGWL	Endeavor	W. Wade Ambrose	ATSP	WSP
WA4711	Endeavor (seine)	Joe Randazzo	AUKB	
WA4731	Erm Too	John W. Norek, Jr.	WTXC	
WA4753	E. S. Lucido	Nino Lucido	AUAG	SCF
WA4762	Esperia	Marko Manestar	WNRO	
KGXV	Espirito Santo	Joe Alves	ATZY	VCSF
WA4872	Excellent	Ante Jurlin	WOUY	

F

WA4937	Felice—E. W. Blocker		WPMD	VCSF
WA4940	Felicia II	M. La Grande	AWCX	
WA4993	Flamingo	Alaska Packers Assoc.	ATSY	
WA5002	Fleetwood	Arthur B. McCollum	WNXA	
WA5003	Fleetwood	John Evich	KPDY	
KIIU	Frances Marie	Frank M. Perry	ASSK	HSTP

G

KGQH	Galapagos	Pacific Motor Vessels	KGQH	SDP
WPRR	Gallant	Andrew Vilicich	WPRR	PPF
WA5284	General MacArthur	Vincent A. Cardinelli	KGSU	
WA5293	Geenvieve H. II	Roy Hugev	WEAK	HSTP
WA5436	G Marconi	John B. Giacalone	AUNO	
WA5453	Golden Gate	Pete Szalinski	WOLV	VCSF

H

WA5638	Harmony	Joseph Bpgdanovich	WOBX	FS
WA5691	Hawk II	Daniel Sutlovich	KAGP	
KKRH	Heroic	M. O. Medina	AYFB	HSTP

I

WA6056	Intrepid	Dr. George Budd	WNNB	PP
WA6060	Invader	Nels K. Anderson	AUDJ	
WBEM	Invader	Louie Vatuone	WBEM	SDP

J

WA6166	Jackie Sue	Christian Gaspar	WOUJ	TISF
KKXU	Jenita	Victor F. Buono	AXZR	SDP
WA6404	Jimmie Boy	Robert J. King	AUTH	HSTP
KKYL	Joan of Arc	Manuel G. Balelo	AUBK	FS
WA6506	Johnnie Boy	Terminal Island Sea Foods	WNML	TISF
WA6505	Johnnie Boy	Paul Fiamango	WOWF	
WA6513	Johnny Boy	Terminal Island Sea Foods	WPSL	TISF
KKuW	Julia B.	Alfred Santos	AUOP	PP

K

WA6750	Kathryn	High Seas Tuna Packing Co.	WFSP	HSTP
KMYK	Katie Lou	Peoples' Fish Enterprises	AYRU	PP
KNEN	Kitty Hawk	Harry Ogilvie	AVWF	SPC

Ships and Call Signs

(*Continued from page 23*)

L

WA6895	**La Belle**—Archie White & Jim Eppick	ATQT	VCSF
WA7006	**La Playa**—Erline Perreira	AUEB	TISF
WA7131	**Liberator (Seine)**—Paul Biazevich	ATDQ	
KOMN	**Liberator**—Jos. & Geo. Soares	ATNJ	
WA7134	**Liberty (Seine)**—Liberty Co.	WTSD	
WPRQ	**Liberty**—Edward Madruga	WPRQ	PS
KONC	**Liberty Bell**—Frank Gonsalves, Jr.	ATIP	HSTP
WA7155	**Lil Evelyn**—Joe Mello	AVBT	
WA7176	**Limited**—Dominick de Maria	AWXH	
WA7179	**Lina B.**—Andrew Vidovich	WNKZ	
WA7195	**Linde**—Arno Bros.	WEVP	
WA7299	**Lone Wolf**—John B. uolezzi	WPMN	SHP
WA7303	**Long Island**—Andrew Rafkin, Jr.	WPMI	PPF
WA7402	**Lucky Star**—Phillip Cracchiolo	WPKD	
WA7404	**Lucky Star**—Manuel Freitas	KWNG	PP
WA7419	**Lucky Elena**—Wm. H. Schmidt	KTSK	PP
KGWN	**Lusitania**—M. Rosa & L. Oliver	KGWN	VCSF

M

WA7492	**Madeirense**—Manuel F. Correia	WDXO	VCSF
WA7613	**Marauder**—Peterson Boatbuilding	AUCU	
WA7611	**Marauder**—C. J. Gilson	AUTN	
WA7690	**Maria**—Joseph Riera	WDLO	
WA7714	**Marico**—Newell Morris	WDEZ	SDP
WA7735	**Marie Joan**—Tony Zangaro	WPOS	
WA7737	**Marie Louise**—Steve Zolezzi	WOXU	SHP
WA7849	**Marsha Anna**—Jack Borcich	AZTS	PPF
WA7899	**Mary Ann**—Peter Asaro	AZRI	
KPJZ	**Mary Barbara**—Serafino Parmigiani	AuRK	PP
WA8007	**Mauritania**—Maurice Cardozo	AWZI	FS
KPKE	**Mayflower**—J. O. Medina	AVKB	HSTP
WA8169	**Milady**—Walter D. Herder	AUZJ	
WA8199	**Milwaukee**—R. H. & S. C. Heigold	WCPM	VCSF
WA8246	**Miss America**—Hodgson-Green-Haldeman	AUJI	CMCP
WA8373	**Monarch**—Salvador M. Lucas	KSQR	SCF
KAOF	**Morning Star**—A. Zolezzi	KAOF	WSP

N

KQBK	**Navigator**—Joaquin Qualin	AWXN	HSTP
WA8620	**New Ambassador**—C. B. Hackney & R. L. Deskin	WPND	TISF
WA8623	**New Bol**—Tony Devlahovich	WPVV	
WA8625	**New Comer**—G. W. Kell	ATGQ	
WA8643	**New Limited**—Salvatore Melicia	WPRM	
WA8780	**North America**—Agostino Ghio	KDZD	VCSF
WA8781	**North American**—Sverre Jangaard	ATFM	VCSF
WA8782	**North Cape**—George Fiamengo	WOSN	PPF
WPMU	**Northern Light**—J. A. Foster & W. A. Hoss	WPMY	SHP
WA8804	**North Star**—Alav Valderhaug	AXFD	
KQIE	**Notre Dame**—John G. Cardosa	ATYD	FS
WA8849	**Nyna Rose**—Mario Bregante	AVJB	
WA8850	**Nyna Rose II**—Gaetano Scotti	KYDG	

O

WA8862	**Oceana**—Marina Bagalini	WDJW	VCSF
WA8883	**Ohio III**—Sea Food Enterprises	WCPR	
WA8900	**Old Timer**—C. Sugluizzo	AUCQ	
WA8915	**Olympia**—Joe Silveira	WOPS	

P

WA9264	**Pacific Star**—Sam Lonero	KASR	
KQNC	**Paramount**—Joe Madruga	AXTU	HSTP & FS
WA9354	**Patria**—Manuel M. Medina	KGMQ	WSP
WA9368	**Patriotic**—John Ryono	WFIY	
WA9495	**Pez Espada**—Harry M. Brown	WPWI	
WA9520	**Phyllis**—Joe Aliotti	WCVM	
WA9549	**Pioneer**—Marion Jancich	ATVK	
KQPM	**Portuguesa**—Victor G. Rosda	ATRA	VCSF
WA9735	**Princess Pat**—Otto C. Kiessig	ATVU	SHP
WA9761	**Progress**—Andrew Tomicich	WCKD	

Q

WNIE	**Queen Mary**—Joe Medina Enterprises	WNIE	SHP

R

WA9844	**Rajo**—Newell Morris	KGWU	SDP
WA9886	**Ranger**—Ranger Seafood Co.	WPKZ	SDP
WA9881	**Ranger (Seine)**—Sea Food Factors	WDHE	
WB2035	**Richness II**—Pasquale Bengasino	WEVK	
WB2169	**Ronnie M.**—Anton Misetich	ATEJ	
WB2178	**Rose**—People's Fish Enterprises	KPLS	PP
WB2184	**Rose Ann**—Tony Tarantino	AVGE	SHP
WB2192	**Rose Marie**—W. Wade Ambrose	WDVP	WSP
KSIC	**Ruthie B.**—M. H. Wilson & Wm. H. Black	KSIC	HSTP

S

WB2348	**St. Anthony**—Frank Alioto	WOKS	WSP
WB2345	**St. Anne of the Sunset**—Mary Lucido Harder	ATXL	
WB2350	**St. Augustine II**—Tony Esposito	KAEK	
WB2361	**St. James**—John Ruzich	KAHE	
KQVV	**St. Joseph**—W. Wade Ambrose	AYDD	WSP
WB2370	**Saint Louis**—Pasquale DiLeva	WNRP	
WB2459	**San Antonio IV**—Gennaro DiLeva	TUJN	
WB2495	**San Francisco**—Vince Fiamengo	KPBE	PPF
WB2486	**San Giuseppe**—Nicholas Vlastelica	WOUW	
WB2493	**San Pedro Boy**—Nick Radovcich	WOTR	PPF
WB2504	**Santa Anna**—Giuseppe Lucido	ATHA	
KQWO	**Santa Barbara**—Sun Harbor Packing	AURK	SHP
WB2510	**Santa Lucia**—Louis Di Meglio	WMPJ	
WB2511	**Santa Maria**—Antonio Di Bernardo	WPRX	
WFEM	**Santa Margarita**—Manuel Gonsalves	WFEM	FIP
WB2611	**Sea Boy**—Franco Italian Pkg. Co.	WDFK	FIP
WB2613	**Sea Breeze**—Eugene Banich	WOTP	
WB2642	**Seafarer**—Alvin T. Davies	KKTR	
WB2660	**Sea Giant**—T. W. Stevens	WPVJ	
KQYX	**Sea Hound**—Joaquin Pedro	AUCL	VCSF
WB2701	**Sea King**—Vitto Alioto	AUEK	SDP
WB2731	**Sea Main**—Caspare Maiorana	WERZ	
WB2745	**Sea Pirate**—Sea Pirate Co.	WTOI	
WB2748	**Sea Pride**—Andrew Tipich	WOUZ	
WB2773	**Sea Ranger**—George P. Lang	AUPA	
WB2780	**Sea Rider**—Matt Dragich	WPKW	
WB2785	**Sea Rover**—Nick Vlastelica	KNIK	SCF
WB2794	**Sea Scout**—Pete Dragich, Jr.	ATWA	
WB2802	**Sea Spray**—Pete Skarponi	ATGA	
WB2808	**Sea Star**—Giozanni Aliotti	WTSJ	
WB2836	**Sea Wolf**—Manuel A. Chagas	ATLU	CF
WB2865	**Senorita**—Arnold P. Azevedo	WJFJ	
WB2893	**Seven Seas**—Elmer Duzich	ATMJ	
KQZB	**Sharon Gale**—Coast Fishing Co.	AUMJ	CF
WB3177	**South Coast**—Dan Marks	WLXK	SCF
WB3192	**Southland**—Calif. Marine Curing & Packing Co.	AYTH	CMCP
KRDN	**South Seas**—Vincent Gann	ATDE	FS
WB3218	**Sparton**—Sam Braco	KDYE	
WB3274	**Standard II**—Andrew J. Mardesich	WDGM	
WB3303	**Star of Monterey**—John Russo	WTNV	
WB3304	**Star of San Pedro**—Peter V. Martin	WOVF	
WB3328	**Sterline**—Wards Sove Pkg. Co.	WLFB	
WFFC	**Sun Crest**—Allen E. Humphrey	WFFC	SDP
WB3399	**Sun Dial**—Fred Brown	AUGQ	SHP
KEUJ	**Sun Europa**—Sam Crivello	AUBA	SHP
WB3408	**Sun Glow**—Anthony Madruga	TYHE	SHP
WB3409	**Sun Harbor**—Sun Harbor Pkg. Co.	WPOF	SHP
KRRW	**Sun Hawk**—George Alameda	AUJO	SHP
KRSX	**Sun Hilarita**—Vigilio da Paixao, Jr.	AYFL	SHP
WB3410	**Sun Jackett**—Donald Lee Byrd	KALA	SHP
WB3415	**Sun Maid**—Frank Sanfilippo	WCGR	SHP
WJSA	**Sun Pacific**—Antonio Tavares	WJSA	SHP
KRYA	**Sun Queen**—Manuel Drummond	AXFK	SHP
WB3429	**Sunrise Ranger**—Vincent Marinkovich	WDMX	
KRZZ	**Sun Ray**—Sun Harbor Pkg.	AUKN	SHP
WB3433	**Sunset**—A. Bregante & Assoc.	AuKF	VCSF
WB3433	**Sunset (Seine)**—Anthony Bozanich	WNFJ	
WB3442	**Sun Traveler**—Ralph McCabe	WXRR	SHP
WB3443	**Sun Valley**—Sun Harbor Pkg. Co.	WDSX	SHP

T

WB3826	**Tiger Shark ½**—Roy D. Crippen	AUAN	
WB3938	**Treasure Island**—August Felando	WTSL	
WB3989	**Tuna Fin**—R. C. Sabins	AVRH	
WB4015	**Two Nancies**—Guiseppe Fiore	AWTA	

U

KTJQ	**United Victory**—Arthur De Fever	ATLF	HSTP

V

WB4071	**Vagabond**—Mariano Torrente	ATMB	
WB4130	**Varuna**—Lawrence A. Barr	WOBQ	
WB3776	**Venetian**—Steve Stagnaro	WPLP	VCSF
WB3782	**Venture**—C. H. Ewing	AUTL	
WB3800	**Venus**—John A. Mardesich	WOXH	
KTJW	**Victoria**—W. Wade Ambrose	ARUN	WSP
WB4163	**Victory**—Dr. O. H. Warner	KPCC	HSTP
WB4208	**Vindicator**—Pete Martin	WDFH	SCF
WB4224	**Virginia II**—Mathew Bodul	WPRT	
WB4247	**Vittoria**—John Zankich	WMJK	
WB4254	**Volga Boatman**—Matt. M. Fiamengo	WDRX	

W

KTTW	**West Coast**—Angelo Castagnola	AUXK	PP
WB4400	**Western Clipper**—John Kordich	WCNP	
WB4404	**Western Flyer**—Anthony J. Berry	WPTO	
WB4408	**Western Pilot**—Joe Dragich	WHFL	
WB4409	**Western Pride**—John Mezich	WLEI	
WB4412	**Western Star**—Anthony Gradis	WDRA	
WB4416	**Westgate**—Frank Giacalone	WOXY	WSP
KTZC	**West Point**—Carl Hanken	AXQY	VCSF
WB4467	**White Rose**—Luke A. Alafetich	WOUU	
KTZF	**White Star**—Van Camp Sea Food Co.	AUWQ	VCSF
WB4555	**Wilmar**—C. W. Packard	WFIX	

Invasion - - (MacLean)

(*Continued from page 17*)

Japanese should be put back on their feet to the point where they could at least feed themselves. Nor was it the fact—well-known to everybody in the fishing industry—that the fish caught by the Japanese, using American dollars to finance their expeditions and presumably to feed the Japanese home islands, now is being sold in the United States in direct competition to the American product. Fishing industry leaders, and most Americans, long ago have abandoned attempts to understand that fact, choosing to believe vaguely that, in some way, it is connected with plans by our armed forces to consolidate Japan, and her people, solidly behind the United States as an ally in some future long-range U. S. global strategy.

Such matters are not civilian concerns, after all. And, consequently, were not discussed in the letter written by Carry and clipped to the *SCAP* excerpts and *SCAU* map which he mailed out by the thousands across the country.

What bothered Carry most was the attitude of the Japanese, as reported in the excerpts, and as outlined by the map. Not only that, but very possibly the attitude of the Americans in scap themselves!

The basis for the report contained in the thousands of little packets mailed out by Carry was the negotiations carried on between a *SCAP* representattive with the Japanese in two meetings with the Trawlers Association in Nagasaki, and in the town of Shimonoseki, on the southern tip of the main Jap home island of Honshu.

This representative went to the Nagasaki meeting with instructions to lay down the law to the Japs over their repeated violations of *SCAP* orders to stay within limits set by MacArthur's staff—limits which, incidentally, permitted he Japanese to fish in waters from which 85 percent of home island fish supplies were netted before the outbreak of war.

On arrival, he was met by Japanese government officials, officers, and members of the Japan Deep Sea Small Trawlers Association who held out a resolution in which the Japs agreed to observe fishing limits—*if the fishing limits were extended.* "From these and other statements it appears that the trawling industry does not yet appreciate its position in this matter," the *SCAP* man wrote. "In 1945," he told the Japs, "Japan surrendered to the Allied Powers. Since then, no peace treaty has been signed granting rights to Japanese boats upon the high seas. Consequently, Japanese fishing boats still have no rights on the high seas save those rights granted by the Supreme Commander. When you fish outside the area authorized by the Supreme Commander you therefore have no international standing."

The *SCAP* official said he reminded the Japanese of the help America had given their fishing fleet in regaining *and exceeding* its pre-war tonnage. He pointed out, too, that Gen. MacArthur had permitted two Japanese whaling expeditions to go to the Antarctic to seek food and oil for home consumption. "As a result of this assistance," he told them, "the Japanese fishing industry has almost entirely recovered from wartime difficulties. You still have many problems—but, in general, the fishing in-

(*Continued on Page 27*)

"BUILT-IN" **STABILITY**

Every factor known to modern ship construction is embodied in a Martinac-built vessel. Year in and year out—in fair weather and foul, a Martinac ship stands as symbol of sturdy dependability. They ask no favors—take the roughest usage and come back for more. Only the BEST is good enough for the fishermen whose lives and livelihood depends upon stability.

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Mexico . . .

(*Continued from Page 8*)

it learned what intentions of the American fishing craft skippers were. Possibly, with that oversight in mind, *Novedades* substituted the following July 29 story under the heading:

"Agency of Marine Reports Charges Lack Foundation:"

"In connection with complaints made to the Directorate of Fisheries by customs agents in Ensenada, Lower California, charging illegal procedures in fishery operations in that region, this agency of the Ministry of Marine states the accusations lack foundation."

Significantly, however, the *Novedades* second article added this:

"The Under Secretary of Marine has ordered a detailed report to be prepared on the subject, to the President, and the Ministry of Treasury."

The very next day the following decree was published quietly in the *Diario Oficial*—not in Novedades.

"Ministry of Marine:

"Decree: modifying article 35 of the regulations for the Commissioning and Registration of Mexican Merchant Vessels.

"I, Miguel Aleman, Constitutional President of the United Mexican States, make known to the inhabitants thereof:

"That pursuant to the authority granted me by paragraph I of article 89 of the Political Constitution of the United Mexican States; and

"Whereas: Domestic naval construction is in an incipient stage, and for that reason, vessels needed for commercial use are acquired abroad;

"Whereas: In view of the high cost of acquiring vessels, the organizations or individuals engaging in marine transport do not have at their disposal sufficient funds to obtain vessels especially constructed to suit their requirements:

"Whereas: this situation has resulted in the acquisition of vessels in unsuitable condition for use in domestic marine traffic, as often their commercial utility has already ended and the majority are not suited to the requirements of our traffic, which in the final analysis brings consequences detrimental to the interests and lives carried on the seas;

"And whereas: this situation should not exist, since in order to prevent it, the domestic shipowners at all times have access to the . . . Directorate General of the Merchant Marine, a division of the Ministry of Marine, I hereby issue the following decree:

"Article 35 . . . When a vessel is to be acquired for use in the transportation of passengers and freight, or solely passengers or solely freight, in either coastwise or overseas traffic, in fishing activities, salvage, towage, etc., prior to its commissioning and flying the Mexican flag, the owners shall obtain the authorization of the Ministry of Marine . . .

"Signed, Miguel Aleman."

President Aleman in the decree which he signed with his usual flourish just before the week-end started, stated things very clearly. Mexican commercial fishermen and other vessel operators need boats badly — well-built boats. And they haven't got the money to buy them.

Just who straightened who out on policy during that week-end naturally is a matter of pure conjecture. But take a look at the headline appearing in the first issue of *Novedades*, published the first thing Monday morning:

"General Attack on Fish Piracy To Be Carried Out Wholeheartedly by Warships."

"In view of the alarming news that contraband and piracy by foreign vessels conducting fishing activities along the Gulf and Pacific Coasts have not ceased, the Directorate General of the Navy, under Commodore Roberto Laurencio, has issued orders for a general campaign to be carried on to put the pirates to flight."

The article went on to report the confiscation of the big American boat *S. Gonzales* in the Gulf, later turned loose under heavy bond—only after intervention of the American Embassy.

Ensuing daily headlines by *Novedades* were just about what one would expect:

Aug. 3: "Death Blow to Piracy."

Aug. 3: "Yankee Boat Permitted To Leave."

Aug. 5: "Mexican Fishermen Offer Cooperation."

Aug. 10: "Patrol of Pacific Coast."

Aug. 14: "Plans For (U.S.) Expedition to Port St. Isabel."

Aug. 16: "Mexico to Prevent Fish Piracy In Our Waters."

As President Aleman said:

"Mexican organizations or individuals engaging in marine transport do not have at their disposal sufficient funds to obtain vessels especially constructed to suit their requirements."

Harold F. Carey

(*Continued from page 11*)

Taxpayers Association, of which he is a vice-president.

"I hope plenty good will come of *STA* just as I am looking forward to a favorable alliance with American Tunaboat," he explains. In the latter expression he has, it's easy to estimate, at least 99 per centum of waterfront bets on his side.

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Invasion - - 1948

(Continued From Page 25)

dustry is in better condition than any other in Japan."

With that off his chest, the *SCAP* man got across his original point: That Japanese trawl fishermen repeatedly had taken the law into their own hands and sailed boldly outside authorized areas. As a result, he said, these fishermen had put the trawling industry in a position where it will be unable to request help or favors from the Supreme Commander—because they had shown the world they would not respect MacArthur's limitations. "Adequate enforcement cannot be obtained without the full cooperation of the Japanese government and the Japanese fishing industry," he concluded.

The *SCAP* representative left the matter at that, and awaited a reply from the Japs. The reply was not long in coming. *It was in the form of more violations.*

In the next meeting at Shimonoseki, he again cracked down with threats, warning the Nips that the Japanese government, itself, had been ordered to enforce the regulations, and to enforce them effectively and immediately. And if the Japanese government didn't snap into action fast, he said, *SCAP* was going to do three things: (1) reduce the fishing grounds to a size which could be patrolled, (2), reduce the number of boats, and, (3), cut the allotment of fuel oil and fishing materials.

"Furthermore," the American warned, "before I leave Shimonoseki, I expect to hear from you what you plan to do about the problem." The *SCAP* of-

(Continued on Page 30)

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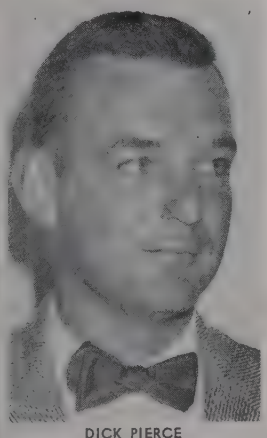

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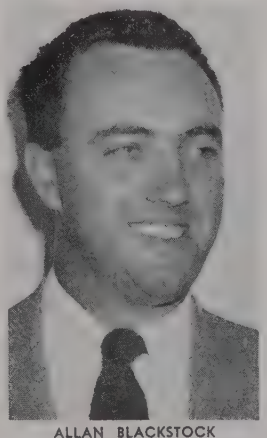

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K. HOVDEN
Proprietor

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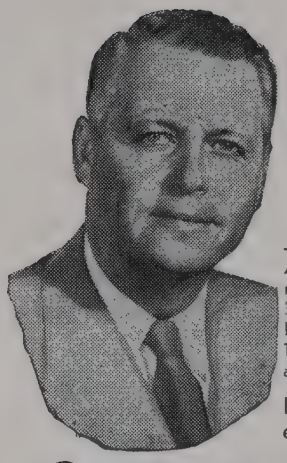
(Continued From Page 19)

point. Whether these viewpoints can be reconciled or not is hard to say. One thing is certain: That great vigilance will have to be exercised on the part of the industry that can be most readily affected by happenings in Japan. This vigilance will have to be not only awareness, but intelligence and understanding to permit the constant presentation of the viewpoint of our own welfare. *Otherwise, of necessity, an encroachment to the extent of their available facilities will take place on the part of Japan and, incongruous as it may at first seem, this encroachment will be fostered by our own administrators, a part of whose job it is to further the wefare of the Japanese people.*

Thus the necessary balance is not going to take care of itself, but will only be the result of constant watchfulness and knowledge of the problems involved.

As far, for instance, as the resumption of trade relations with Japan is concerned, it is channeled at the present time. However, as the channeling disappears, I think the Japanese will have the predilection to resort to old business connection. Another friend of mine, for whose opinion as to matters Japanese I have the utmost respect, the late Col. Isaacs, whose family has been engaged in trade in Japan for over eighty years, told me of the observations he had made after the great quake and destruction of 1923. At that time, something like two hundred foreign firms established offices and branches in Japan, of course primarily in the Tokyo-Yokohama area. He said that, for about two years, none of the old traders transacted much business; that, however, within that period of time the mortality

(Continued on Page 31)



San Diego's Commercial

Fishermen will Remember

—that Congressman FLETCHER interceded with Admiral Joseph F. Farley, U. S. Coast Guard Commandant to prevent moving the small boat registry from San Diego to Long Beach. Had this registry been moved the owners of all small boats including Tuna Clippers and Yachts would have had to clear all their boats at Long Beach.

Remember also, that the Salt Water Fisheries Sub-Committee has taken NO steps concerning Tuna and allied Fishing legislation without consulting Congressman FLETCHER.

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Invasion - - 1948

(*Continued from page 27*)

ficial got his answer a few hours later, complete with bowing, scraping, hissing, and typically Japanese in reasoning.

"We of the Trawlers Association propose to provide a number of our own patrol boats. But it is the responsibility of the Association to maintain fish production at the present level. This is very difficult because of the increasing scarcity of fish. And within six months most of the trawler firms will be bankrupt if the area is not extended. This will result in financial losses and create a great deal of unemployment. The association desires to know the reasons for *not* extending the authorized fishing area."

Whoever that American was—he must have at least been blessed with patience.

"I pointed out," his report read, "that although the offer of fish boats to help patrol was commendable, the Japanese government has the responsibility for enforcement.

"I pointed out that the Association had no responsibility for maintaining production that required fishing outside the limits.

"I pointed out that the financial difficulties of the trawling industry were appreciated by *SCAP* but had no bearing on extension of fishing areas, *and* I pointed out that, among the reasons for not extending the fishing areas was the fact that China, the Philippines and Australia were members of *SCAP*, and Japanese fishermen are bitterly hated by these people because of their behavior before and during the war. Japanese fishermen must first show they respect the limitations on their activities before they can expect other nations of the world to allow them to expand."

On the surface, the *SCAP* man's counter seems to be a straight-forward, typically American reply to presumptuous demands.

And maybe that was why Carry, without comment of any kind, enclosed the *SCAP* map of the fishing grounds in which Japanese boats now can operate, and why he apparently casaually mentioned, "*it merits your careful attention; the SCAP man did not say the area would not be extended.*"

At first glance it seems quite innocent. Japanese fishing craft can sail East to a line between 45N and 165E and 24N and 165E. On the West the Japs can ply the Japanese Sea and drag their nets through the chain of the Nansei Shoto group.

(Continued on Page 31)

Invasion 1948

(Continued From Page 30)

You notice first the Jap boats once more can sail to and from Okinawa—scene of the final bloody battle of the war. Then you notice that the area includes the waters off bloody Iwo Jima, and your eyes swing further East. No other islands are shown on the map. You know there are islands there someplace, and your curiosity is aroused.

So you dig out the old Atlas on which you kept track of the Pacific war. And you find that *SCAP*—which refuses to allow Jap fish boats to operate off Chinese, Philippine or Australian waters because of war memories—permits, once more, Jap fishermen along *half* the Hawaiian chain, 700 miles from Pearl Harbor, around Midway, and Wake, to within a few hundred miles of the Aleutians—scene of Nippon's only strike against the American continent.

Like Carry, you probably will find the packet "interesting."

Invasion . . (Shipman)

(Continued from Page 29)

among the new firms was not of some percentage that would indicate the survival of the fittest, but that at the end of the two years the mortality among the newly established branches and firms was one hundred per cent.

Thus it appears that the tendency would be toward the reestablishment of old connections, both here and in Japan. Such firms as will establish a foothold in Japan for the transaction of commerce with Japan will establish it solely through knowledge of dealing with other people and great integrity.

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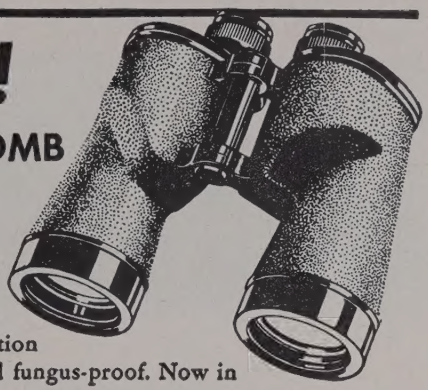

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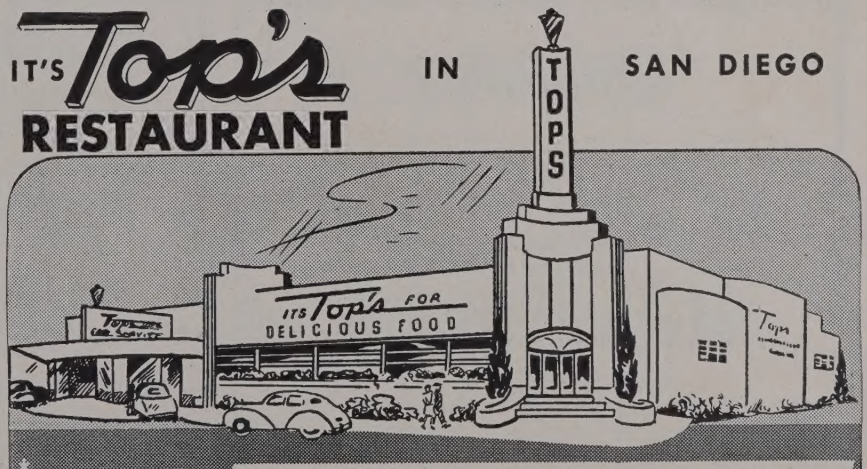

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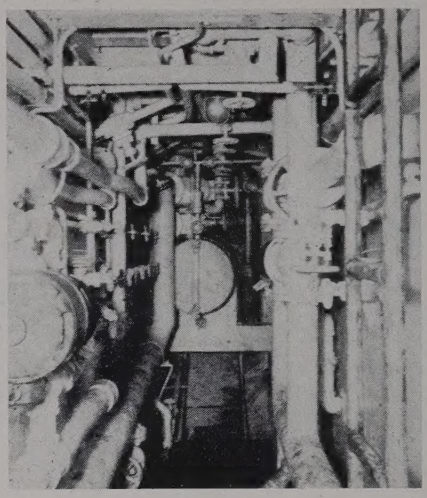

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IT DOESN'T MAKE SENSE!

Proposition 15 is merely an attempt by the COMMERCIAL SPORT FISHING interests to gain for themselves additional closed waters for their own personal enrichment. It doesn't make sense to close these waters for the benefit of a few and the sacrifice of many.

If Proposition 15 becomes law as a result of the November election over 12,000 commercial fishermen in Southern California may be prevented from earning their livelihoods. In addition to this some 7,500 cannery workers would also be seriously affected.

Fishermen and cannery workers account for some 78,000 family members that could be directly affected and caused to endure unnecessary hardships.

There are 125 canneries, in addition to numerous smaller smoke houses and fresh fish markets. These, too, would be forced to endure serious hardships due to much of their machinery and facilities becoming obsolete.

Unemployed fishermen and cannery workers plus obsolete machinery and facilities could only result in tremendous loss of tax revenue to the states, cities, and counties involved. This would force state, city, and county governments to seek tax revenue elsewhere. The taxpayers would have to foot the bill.

The annual value of fish processing in 1946 exceeded $102,000.00. If Proposition 15 becomes law this value would be drastically reduced, resulting in serious reduction in living standards.

Does it make sense to enact a measure so destructive to California's fourth largest industry for the sake of a handful of selfish people? Remember, the nation's strength emanates from its industrial greatness.

KEEP AMERICA on the RIGHT ROAD!

VOTE NO ON PROP. 6 & 15

In the November Election

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